DEER PARK NEIGHBORHOOD PLAN

OCTOBER 2016

DEER PARK NEIGHBORHOOD

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WELCOME
TO THE NEIGHBORHOOD OF
DEER PARK
DEER PARK NEIGHBORHOOD ASSOCIATION
1500 BARDSTOWN RD
EASTERN PKWY 1800
ONLY

ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

Deer Park Neighborhood Plan

The Plan establishes long range goals and objectives for the development and stabilization of the neighborhood. It provides a framework and establishes implementation strategies which will direct the neighborhood towards its vision as a community where people live, work, play, and celebrate the neighborhood's identity. Through the planning process, the Advisory Committee – a group of local residents, stakeholders and community members shared ideas, identified community assets, and defined issues. This input helped shape strategies to achieve the vision for neighborhood improvements and to minimize land use conflicts.

The neighborhood's defining characteristics, such as demographics, land use, development patterns, natural environment, housing and mobility, also inform the concepts and recommendations outlined in the plan, as it utilizes many of the existing community assets and amenities as building blocks for improvements.
The plan provides elements to increase the quality of life for residents, enhance the built environment and protect the natural environment creating a more sustainable and livable place, following the guidance of the Cornerstone 2020 Plan. Below are the recommendations that relate to the Cornerstone 2020 plan or require Planning Commission action such as rezoning or development plan approval.

Mobility Recommendations

Most of the mobility recommendations involve specific capital improvement projects or program changes. One recommendation has been developed to encompass general mobility improvements.

MU 1: Improve mobility and internal circulation within the Deer Park Neighborhood by focusing neighborhood connections and safety provisions for pedestrians, bicyclists and motorists.

EXECUTIVE SUMMARY

Land Use Recommendations

LU1: Area wide rezoning from R-6 Multi-Family to R5-Single-Family for properties located on the east and west side of Napoleon Boulevard, bounded by Rutherford Avenue to the northwest, Princeton Drive to the southeast and commercial properties to the east.

LU2: Area wide rezoning from R5A Res Multi-Family to R5-Single-Family (excluding existing duplexes or multi-family units) for properties located on the south side of Roanoke to Rosedale Avenue and the properties fronting the north side of Roanoke Avenue to the alley entrance.

LU 3: Expand the Campus Form District at Bellarmine University to encompass properties on the south side of Richmond Drive. This expansion should be limited to the south side of Richmond Drive, the east side of Norris Place and Newburg Road to the west.

LU 4: Protect the character of Richmond Drive and ensure that future development is compatible with the built form of the surround neighborhood including character and scale.

LU 5: Protect adjacent residential neighborhood from commercial encroachment by maintaining Traditional Marketplace Corridor boundary along Bardstown Road.

LU 6: Increase access to and opportunities for open space and recreational activities.

LU 7: Maintain the traditional character of the neighborhood form by retaining development patterns and the urban design of the established neighborhood.

EASTERN PKY
EASTERN PKY
SHERWOOD AVE
ALTA AVE
BONNYCASTLE AVE
BARDSTOWN RD
JAEGER AVE
STEVENS AVE
STEVENS AVE
BONNYCASTLE AVE
DUKER AVE
SHADY LN
SHADY LN
DEERWOOD AVE
DEER PARK AVE
IVANHOE CT
ROANOKE AVE
BAXTER AVE
DEER LN
DEER PARK AVE
SPEED AVE
SPEED AVE
ROSEDALE AVE
RICHMOND DR
VILLAGE DR
SEWANEE DR
PRINCETON DR
DOUGLASS BLVD
HARTMAN AVE
STRAND AVE
NORRIS PL
RUTHERFORD AVE
NEWBURG RD
RICHMOND DR
KNIGHTS WAY
DOUGLASS BLVD
SARATOGA DR
SHEFFIELD BLVD
VALLEY VISTA RD
NEWBURG RD
N
Legend
Deer Park Study Boundary
Calvary Cemetery

INTRODUCTION

Cornerstone 2020 Vision Statement

In our vision of 2020, Louisville and Jefferson County is a community widely recognized for its high quality of life, sense of tradition and competitive spirit. Our children have inherited a livable, vibrant and economically diverse community. We have clearly recognized that the quality of life depends upon continued success in the economic marketplace and an ongoing commitment to the conservation of environmental resources which define our heritage and enhance the livability of our community.

Community residents share a sense of place and take great pride in their established and emerging neighborhoods which are culturally and economically diverse. Residents are proud of their differences in heritage and culture. Economic and educational opportunities are available to all residents, in every neighborhood. Every neighborhood is a safe place to live.

The community enjoys a rich fabric of urban and suburban areas, interwoven with environmental resources, accessible parks, open space and the Ohio River Corridor, all representing a heritage of natural beauty. A multi-modal transportation system serves and ties together the entire community. Unified government services enhance the ability of the community to speak with a single voice in matters related to the investment of human, environmental and capital resources.

The Cornerstone 2020 Vision for Louisville and Jefferson County is nothing less than the best of the past merged with the best of the future, creating a community where all residents can grow and prosper.

Purpose of the Plan

The Plan establishes long range goals and objectives for the development and stabilization of the neighborhood. It provides a framework and establishes implementation strategies which will direct the neighborhood towards its vision as a community where people live, work, play, and celebrate the neighborhood's identity.

Primarily a plan for land use, transportation and urban form, the plan serves as a guide for future development of the Deer Park Neighborhood. The plan is intended to promote patterns of land use, urban design, circulation and services that contribute to the economic, social, and physical health, safety and welfare of the people who live and work in the neighborhood. The neighborhood plan addresses issues and opportunities at a scale that is more refined and more responsive to specific needs than the City's Comprehensive Plan. Once adopted, the Deer Park Neighborhood Plan will be a supplement to the 2020 Cornerstone Comprehensive Plan.

Study Boundary

The official neighborhood boundary as described by the Deer Park Neighborhood Association by-laws includes the following:

- Eastern Parkway, north of Newburg Road, and the northwestern boundary of Calvary Cemetery form the NORTHWESTERN boundary.
- Bardstown Road forms the NORTHEASTERN boundary.
- Douglass Boulevard and an imaginary line extending it in a southwesterly direction crossing Newburg Road to Beargrass Creek forms the SOUTHEASTERN boundary.
- Beargrass Creek forms the SOUTHWESTERN boundary up to the northwestern edge of Calvary Cemetery.

As shown on page 10, the study boundary incorporates Bellarmine University's entire property. The property should be kept as whole for the purpose of planning. It is understood that incorporating this property may include a portion of the adjacent neighborhood association's boundary.

Context

Deer Park Neighborhood is a well-established, highly developed, walkable and bikeable neighborhood located within the desirable area of the Highlands. Since the early years of the streetcar, the Deer Park neighborhood has been a unique and thriving neighborhood due to its close proximity to Bardstown Road Commercial corridor, nearby institutions and amenities, high quality architectural residential character and walkable streets.

Deer Park contains the ingredients for a great neighborhood of mixed-uses with residential character, a vibrant commercial district and institutional amenities. These characteristics make Deer Park a place to live, maintain a business, and go to school. Due to the neighborhood's desirability it attracts diverse residents and visitors which can create land use conflicts and challenges within the urban environment. This has led to discourse about how future development can work best within the context of the neighborhood.

Sustainability of the Deer Park Neighborhood will require the balance of many considerations in protecting the existing neighborhood. The plan will address challenges including, preserving and enhancing the natural environment, increasing mobility and the safety of pedestrians, bicyclists, and motorists and ensuring that future development complements the neighborhood.

Depaul School

St. Francis of Assisi

Residential Character

Commercial along Bardstown Road

Process

The Louisville Metro neighborhood planning process works with residents and stakeholders to envision the future of their neighborhood. The plan must strive to implement elements that improve the quality of life for residents, enhance the built environment and protect the natural environment.

The neighborhood plan is in accordance with the provision of Ordinance 161 regulating the development of neighborhood plans. The plan contents include the mandatory sections of an introduction, vision statement, neighborhood identity, land use and community form, mobility, plan implementation and an executive summary.

The pathway to creating the Deer Park Neighborhood Plan included an existing conditions analysis, vision development, plan elements and plan implementation.

Existing Conditions Analysis: Understanding the current dynamics of the Deer Park neighborhood is essential to identifying community needs and guiding future development. The existing conditions analysis provides a profile of social, economic and environmental neighborhood characteristics, opportunities and constraints.

Vision Development: A neighborhood plan vision statement reflects the shared interests or wishes of neighborhood planning stakeholders. The vision statement was developed from comments collected from stakeholders at initial community-wide outreach meetings, the initial workshop for the plan, and neighborhood survey results. The vision statement has been reviewed and revised through feedback collected at subsequent public planning meetings. The goals described in this vision statement served as starting points for the development of more specific goals and recommendations in the Deer Park Neighborhood Plan.

Plan Elements:
Land use and Community Form- Recommendations focus on preserving neighborhood character, defining land use boundaries and encouraging dialogue between those living and working in the Deer Park neighborhood.

Mobility- Recommendations include projects to enhance pedestrian circulation and safety, motorist efficiency and safety, traffic calming and increased public transit.

Plan Implementation:
The plan will be reviewed by the Planning Commission and Metro Council to be officially adopted as an amendment to Cornerstone 2020 Comprehensive Plan. By adopting the plan, the Planning Commission and the Louisville Metro Council will demonstrate the city's commitment to the plan's implementation. However, every action item listed in this plan will require separate and specific implementation. Adoption of the plan does not, on its own, begin the implementation of any item. Approval of the plan does not legally obligate the city to implement any particular action item. The implementation will require specific actions by the neighborhood, the city and by other agencies.

Gather Information
Analyze
Engage
Plan
Implement

WALGREEN
DRUGS

NEIGHBORHOOD IDENTITY

HISTORY

The Highland area of Louisville, once agricultural farmland, spurred the development of what is now known as Bardstown Road. By the turn of the 20th Century Bardstown Road supported the streetcar and had stretched south east into the Deer Park Neighborhood. Economic growth, proximity to the Bardstown Road street car, Cave Hill Cemetery and Cherokee Park made for ideal residential development opportunities. Initially subdivided in 1889, the majority of the residential neighborhood was platted in 1917 and developed in phases throughout the 1920's up to the 1950's.

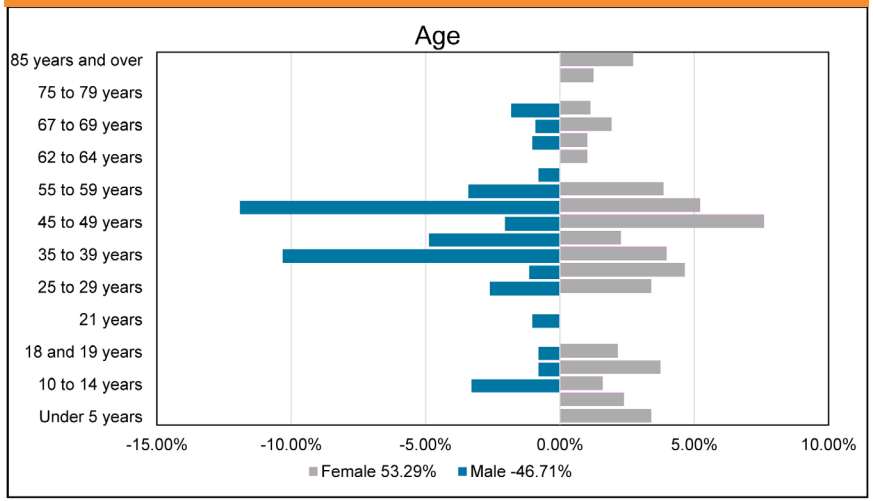
With a relatively dense residential pattern in its southern portions and more suburban densities to the north, almost all of Deer Park neighborhoods include a traditional street grid pattern, with alleys serving many areas, particularly in the southern part of the area. The street grid pattern is broken by each of the planning area's ravines, which forced the development of a road network to mirror the land contours. Deer Park Neighborhood is primarily comprised of two different neighborhood patterns, the "Early 20th Century" era (1900-1945) and the "Post War" era (1945-1970). These development eras can be identified by architectural influences of the time period.

As streetcar lines were discontinued, replacement bus service was usually provided by independent bus companies, which eventually became part of the publicly owned TARC. The only Louisville Railway Co. bus route replacing an interurban railway, was an extension of the 18th St. route. After conversion of the main 18th St. streetcar route to buses, the extension was combined into the main converted bus route.

Demographic Profile

According to the 2013 American Community Survey, the total population of the Deer Park Neighborhood Plan boundary was 4,475. Residents are 41.9% male and 58.1% female and a median age is 35.4 years old. The figure below shows the distribution of age by gender.

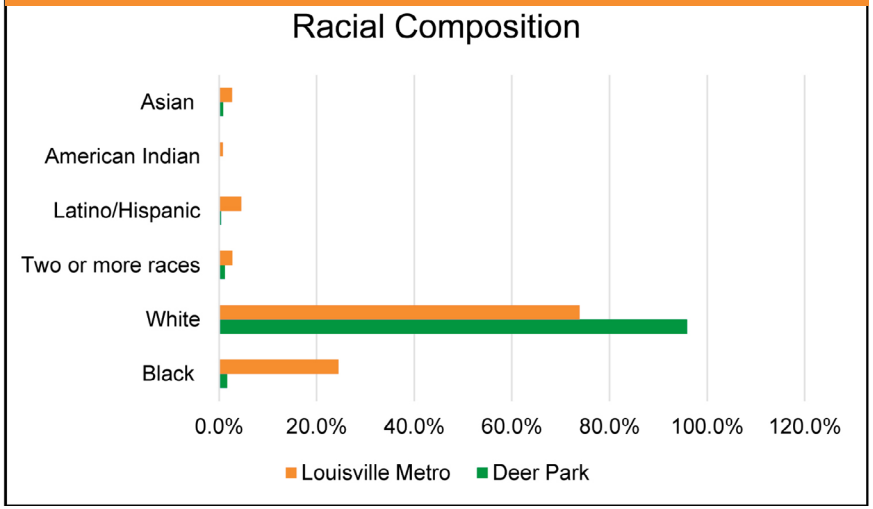
GRAPH 1: AGE



The largest segment of the Deer Park neighborhood were born between 1957 and 1987 representing late baby boomer generation, Generation X and early Generation Y. Generation X (1965-81) residents represent the largest group and preferences include urban lifestyles with a greater emphasis on homeownership. All of these generations have become accustom to information technology and the knowledge economy.

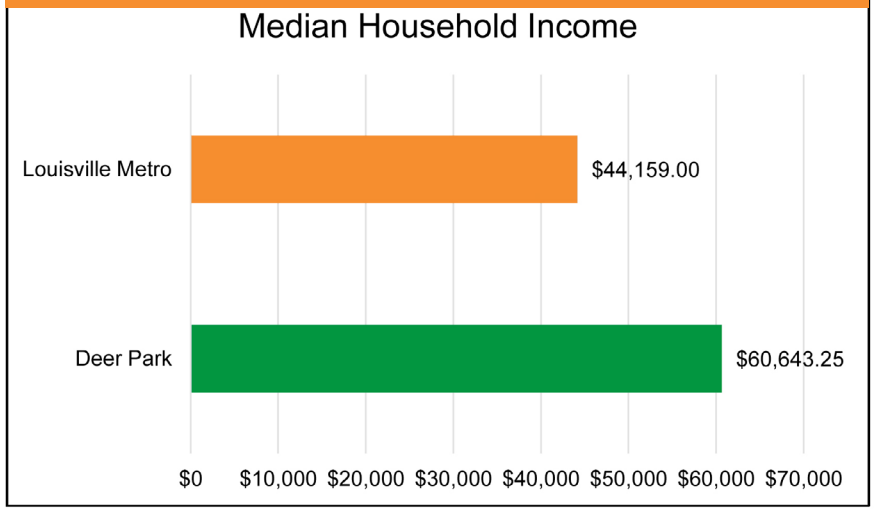
Deer Park is racially homogenous and far less diverse than Louisville Metro as a whole. Deer Park is 96% white as compared to Louisville Metro at 73.9%.

GRAPH 2: RACIAL COMPOSITION



Median household income is the midpoint in a range of numbers, meaning there are an equal number of incomes above it and below it. The median household income for residents in the Deer Park neighborhood is $60,643.25 compared to Louisville Metro's median $44,159.

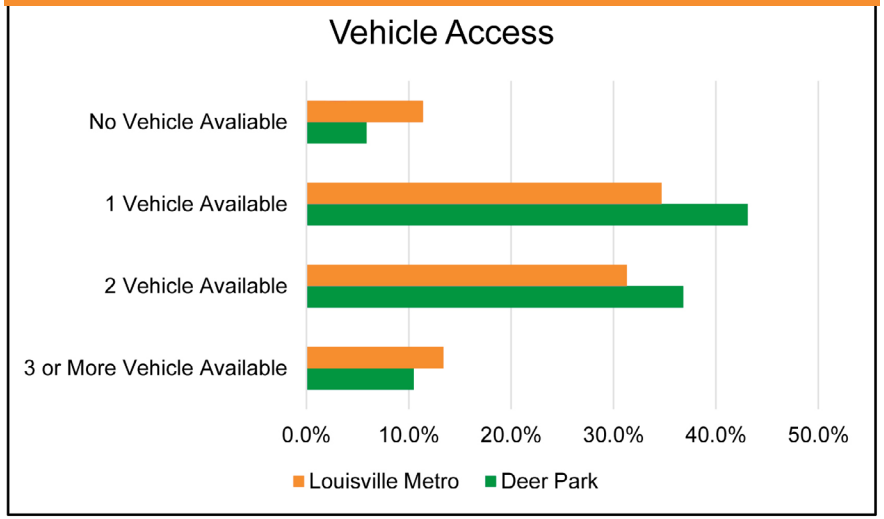
GRAPH 3: MEDIAN HOUSEHOLD INCOME



Household Income is measured by income generated by person(s) living in the same household. This is significant because residents in this neighborhood are living on a higher than average income when compared to Louisville Metro.

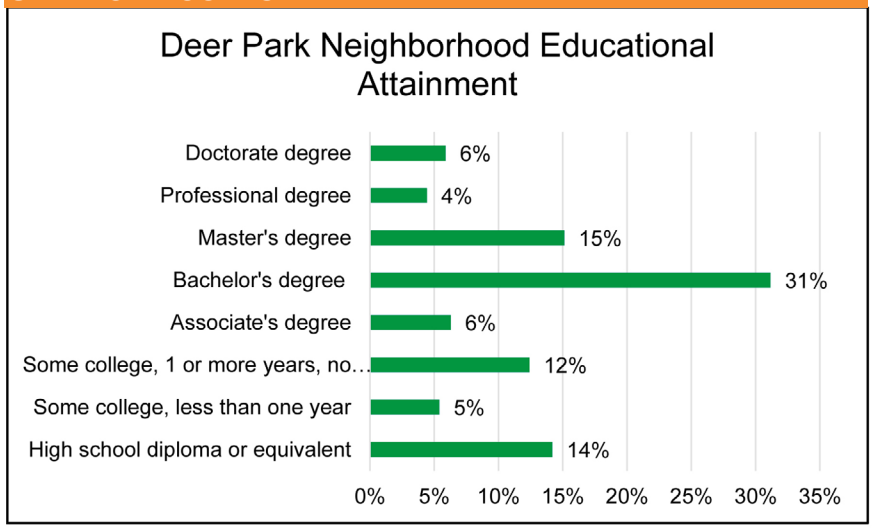
Having access to a vehicle translates into job opportunities. 5.9% of residents in the Deer Park neighborhood reported no vehicle access, compared to Louisville Metro 11.4%

GRAPH 4: VEHICLE ACCESS



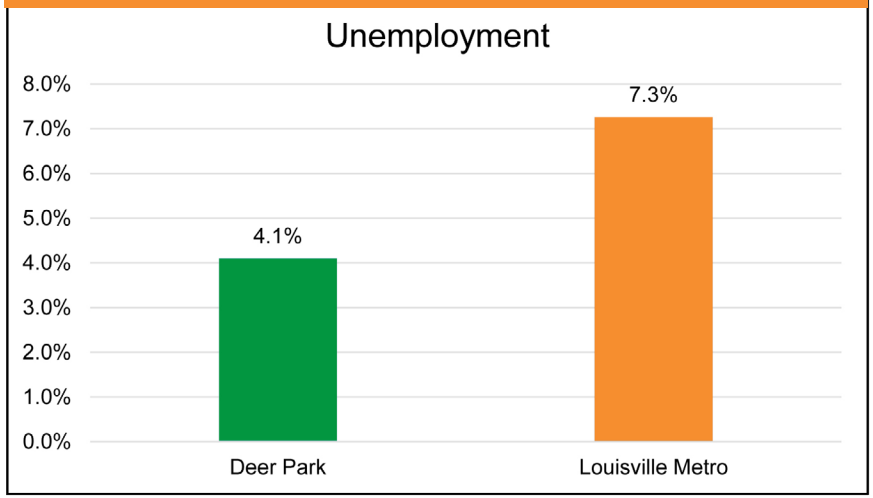
Educational attainment is important because a higher education is a future indicator of lower unemployment rates, higher income and better health. 86% of Deer Park residents have completed some form of higher education.

GRAPH 5: EDUCATIONAL ATTAINMENT



The unemployment rate in the Deer Park Neighborhood is significantly lower compared to the Louisville Metro area.

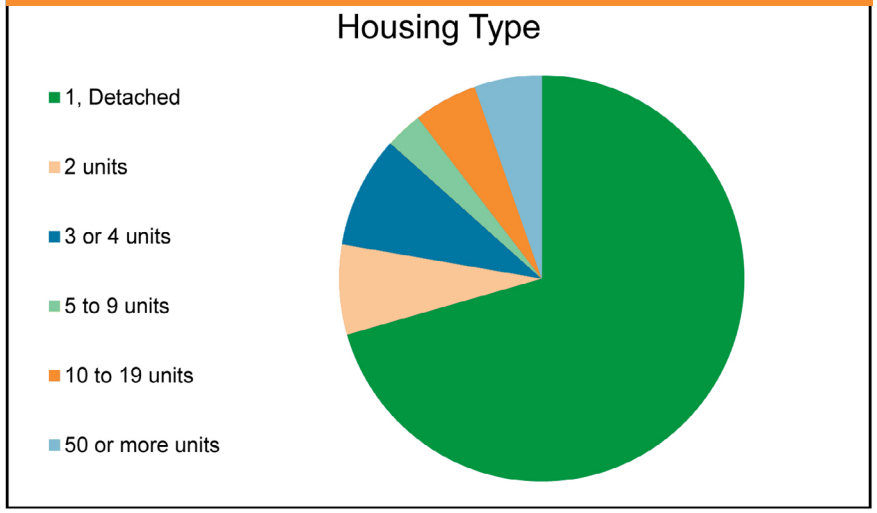
GRAPH 6: UNEMPLOYMENT



Housing Profile

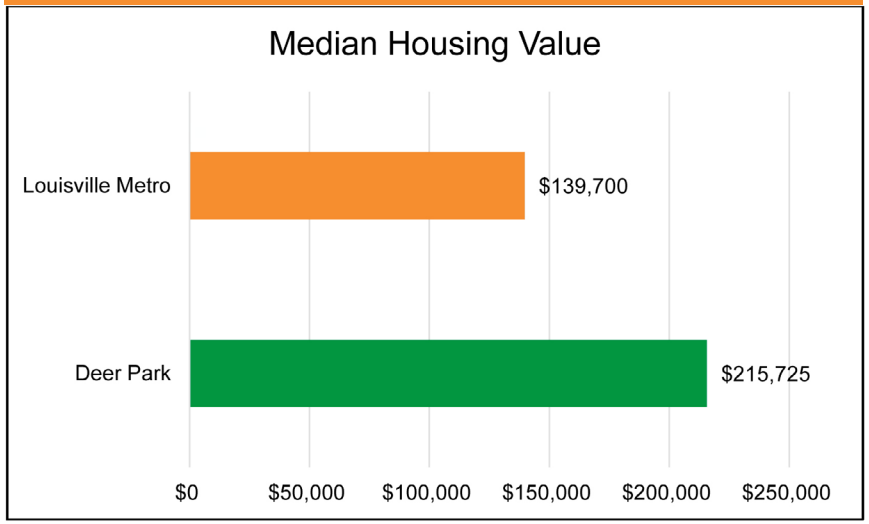
Analyzing housing conditions and trends in the Deer Park neighborhood provide a profile for housing characteristics and the residents that live in the neighborhood. Deer Park neighborhood is a very stable neighborhood in terms of the positive features that attribute to the value of a property-owner's investment in a neighborhood.

GRAPH 7: HOUSING TYPE



Housing values are about 43 percent higher than Louisville Metro. The median housing value in Deer Park is $215,725.

GRAPH 8: MEDIAN HOUSING VALUE

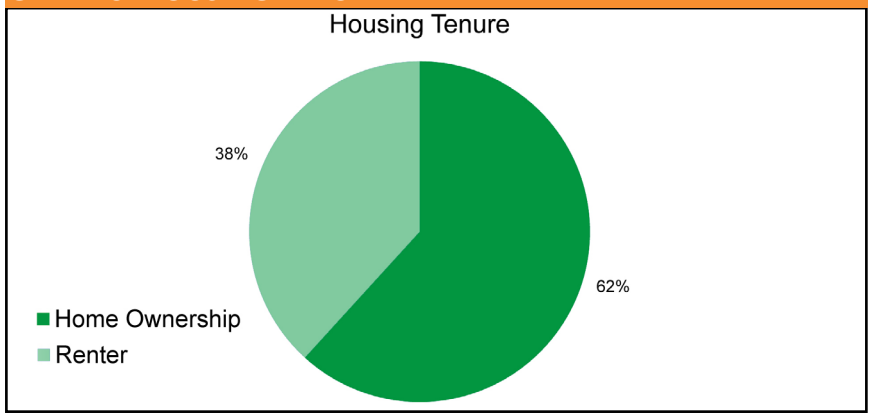


Bungalows - Typical housing type found in Deer Park

Cape Cod house

Housing tenure provides a snapshot as to the homeownership and rental composition in the community. The majority of Deer Park residents are homeowner at 62 percent, which is the same as Louisville Metro.

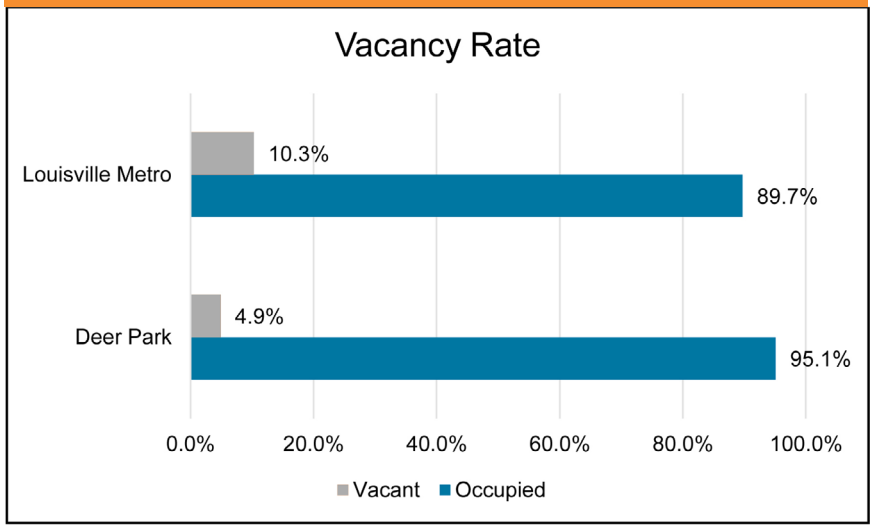
GRAPH 9: HOUSING TENURE



Housing Along Boulevard Napoleon

The residential vacancy rate is a good indicator of the balance between housing supply and demand in a community. When the demand for housing exceeds the available supply, the vacancy rate will be low. When there is an excess supply, the rate will be high. A vacancy rate of 3 to 5 percent is generally indicative of a healthy market. When vacancy rates fall below 3 percent, there is upward pressure on home prices and rents. Deer Park has a vacancy rate at 4 percent while Louisville Metro is at 10 percent.

GRAPH 10: VACANCY RATE



NEIGHBORHOOD VISION

Deer Park Neighborhood maintains and enhances its neighborhood **character and stability.** The Bardstown Road corridor continues to be a primary **cultural and economic asset**, with **harmonious transitions** between the commercial corridor and the residential areas.

Positive relationships are fostered within the Deer Park Neighborhood between residents, business owners and neighborhood institutions (including Bellarmine University), promoting **collaboration on issues** of mutual interest and shared values.

There is a variety of mobility options that are **safe, efficient, and well-connected**, both within the neighborhood and to surrounding areas. Deer Park Neighborhood continues to be a desirable place to live with a **strong sense of place** and high quality of life for its residents.

COMMUNITY ENGAGEMENT

A critical component to the success of a planning process is not only to provide a high level of participation but to actively engage neighborhood residents and stakeholders. The primary goal for input was to provide opportunities for stakeholders, citizens and interested parties to learn about and help shape policies and strategies through an active engagement process that is open, inclusive, accessible and recognizes citizen and stakeholder perspectives.

Advisory Committee

The Deer Park Advisory Committee was formed to give strategic direction to the planning elements and to plan alternatives. The Committee met to discuss opportunities for leveraging additional partnership efforts and to discuss implementation strategies. Committee members were comprised of a diverse group representative of the study area.

Early in the process the Advisory Committee participated in the PARK exercise which is a community engagement tool that allows participants to identify neighborhood elements or attributes they wish to Preserve, Add, Remove, Keep Out in the future.

PARK Neighborhood Exercise

Public Input at Cyclouvia Event

Preserve

Residential character of the neighborhood interior
Historic feeling
Quality of housing
Single-family dwellings
Historic Bullock Clifton House
Ample street parking
Bardstown Road Corridor
Local feel (small town feel)
Easy access to public transportation
More active in Bardstown Road Corridor overlay
Retain current commercial storefront and residential design
Maintain social diversity
Farmer's Market
Eclectic feel

Remove

Run down property
Trash in alley
Inappropriate zoning in certain areas
Address multi-family land uses
Noise

Add

Underground utility lines
Easier mobility for handicap individuals
Tree replanting identity plan
Addition of one way streets
Bus line on the interior of Deer Park neighborhood
More vegetation especially along Bardstown and Newburg
Better internet access and speed
More recycling opportunities for residences and businesses
Parking
Business owners to maintain and improve their storefronts
Sidewalks all along Newburg
Bike lanes along Newburg and Eastern Parkway
More trash cans along Norris
Library

Keep Out

Drugs
Gangs
Vandalism
Trash/garbage
Too much rental property
Graffiti
Night clubs/bars
Over saturation of student renters in houses
Prevent single-family dwellings to multi-family
Multi-family uses
Heavy commercial uses
Large density developments
Further commercial developments along Norris

CycLOUvia: In October, Bardstown Road was closed to vehicular traffic for the annual CycLOUvia event where bicycle enthusiasts and pedestrians used the corridor to promote cycling and walking. The project team used this event as an opportunity to engage with residents about the planning process.

Cyclouvia Event

Farmers Market: Attended the Farmers Market in November to introduce the planning process and ask residents to take surveys and identify issues within their neighborhood.

Focused Neighborhood Meetings: In May, the project team met with a small group of neighborhood residents to discuss localized issues with future plans of Bellarmine University and to provide feedback related to potential land use recommendations.

Public Meeting: On February 2nd at 7pm a public meeting was held to gather input. During this meeting, there were stations focused around 3 main ideas; Land Use, Mobility and Bellarmine University. Attendees were encouraged to discuss their specific concerns with a project team representative at each station or leave notes on an interactive map.

Deer Park residents are mobile and out in the community. They utilize not only the network of arterials surrounding their neighborhood but also the sidewalks and public transportation to get out and around in the Neighborhood. At the Community input meeting on February 2nd, 2015 Community members shared how they use the multimodal networks, identified areas of concern, and relayed ideas for improvement within the neighborhood. A summary of their comments is below:

- Missing sidewalks on Newburg Road at Shady Lane
- Missing sidewalks along Norris
- Missing sidewalks in general
- Drivers ignore stop sign at Shady Lane and Hartman and Fernwood and Speed
- Traffic too fast on Rutherford particularly at Sewanee Drive
- Speeding on Norris Place
- Speeding and crosswalks on Bardstown Road
- Speeding in alleys
- Crosswalk at Norris and Stevens

Public Input at Public Meeting

Resident Surveys: Surveys were administered in person at various neighborhood events. The neighborhood association distributed the surveys in their quarterly newsletter, provided an online link and posted to social media.

Residents were asked to rate attributes or conditions about their neighborhood through Likert-type survey method. This survey allows degrees of opinions to be measured. The responses were summarized with a weighted average.

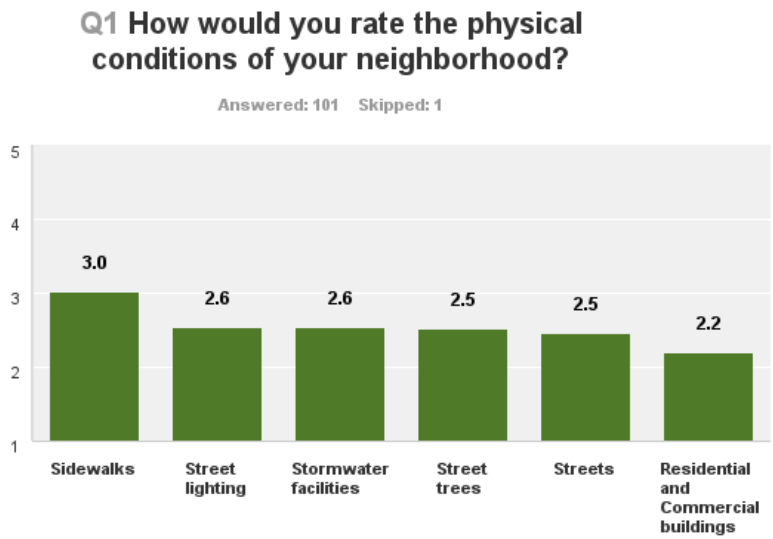
"What are the things that you like best about living in Deer Park Neighborhood?"

Because it was an open ended question, responses varied. The majority of answers can be summarized with location, character, and people.

Survey answers indicated that residents are fairly pleased with the physical conditions of the neighborhood. All elements averaged a "Fair" or higher rating. Sidewalk conditions were rated the least positive, while residential and commercial buildings were rated most positive.

Public Input at Cyclouvia event

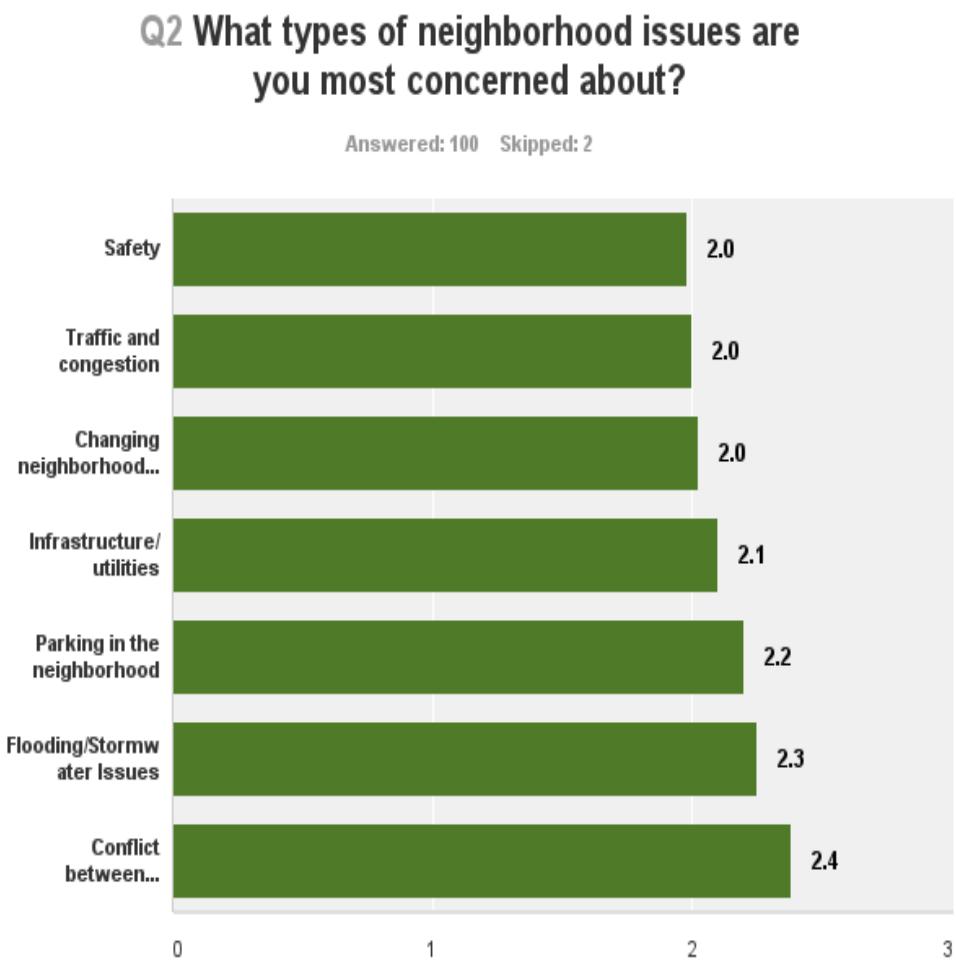
GRAPH 11: SURVEY QUESTION 1



Scale 1 - 5
1 = Very Good
2 = Good
3 = Fair
4 = Poor
5 = Very Poor

Residents were asked to rate the importance of various improvements to the neighborhood. “Preserving neighborhood character” was rated most important and the addition of bike lanes were rated the least important.

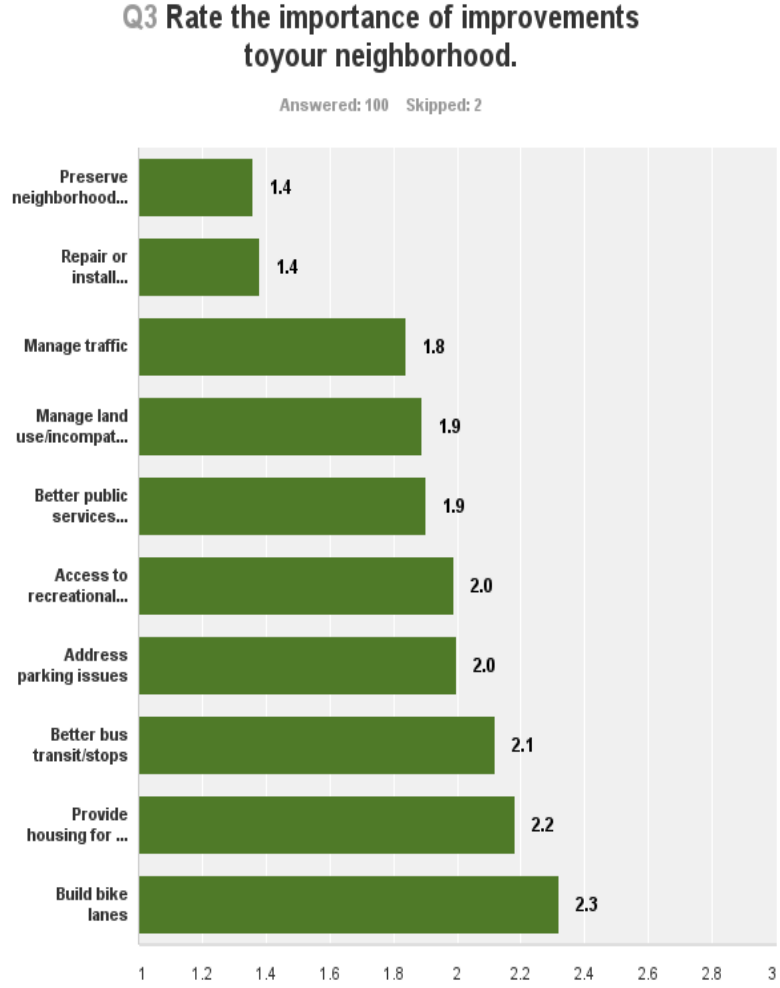
GRAPH 12: SURVEY QUESTION 2



Scale 1 - 3
1 = Very Concerned
2 = Concerned
3 = Not Concerned

When asked about neighborhood issues, “safety” is most concerning to residents. Least concerning is “conflict between residential and commercial or other non-residential uses.

GRAPH 13: SURVEY QUESTION 3



Scale 1 - 3
1 = Very Concerned
2 = Concerned
3 = Not Concerned

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QDOBA
MEXICAN EATS
SCHUSTER BUILDING
BAR-B-Q
DEER PARK
WELCOME TO THE NEIGHBORHOOD

LAND USE

ISSUES AND OPPORTUNITIES

Throughout the input process many residents identified issues related to rental properties, particularly students renting single family homes in the neighborhood and issues that may arise as a result. Residents consistently raised concerns about quality of life issues including noise, littering, code violations, overcrowding, and parking along with general property maintenance. On the following pages are a summary of issues related to the challenges of regulating student housing. Instead of promoting policies related to student housing, the plan will focus on long-term community building between Bellarmine University and the Neighborhood Association, and strategies for reducing problems that negatively impact the quality of life for residents in the neighborhood.

The plan outlines potential strategies to address neighborhood concerns and to reduce problems but may not go to the extent as expressed by some neighborhood residents. There are numerous factors that may result in unintended consequences, making regulation of rental housing complex and difficult. First and foremost, Louisville Metro Government must ensure that regulating or enacting any land use policy does not facilitate housing discrimination or violate fair housing laws.

Some communities have considered regulating the definition of family to restrict living arrangements to limit the number of occupants based on blood relations. This creates difficulties in enforcement and may have other adverse effects in households with unconventional living situations and discrimination against gay and lesbian couples. Furthermore, definitions and land use policies are applied across the community and implementing highly restrictive uses may sweep too broad creating adverse effects on non-students, especially low to moderate-income homeowners who rely on sharing their homes with unrelated renters to meet their monthly mortgage payments or rent.

Lastly, The U.S. Supreme Court has ruled unconstitutional based on violation of substantive due process noting that freedom of personal choice in matters of marriage and family life is one of the liberties protected by the Due Process Clause of the Fourteenth Amendment. Therefore it is recommended that communities avoid defining families based on relations or number of people.

Typical Housing Found in Deer Park

Fair Housing

The Federal Fair Housing Act of 1968 made it illegal to discriminate in the provision of housing on the basis of race, color, religion, or national origin. The act was amended in 1974 to include sex (meaning gender) and again in 1988 to include disability and familial status. In addition, Louisville Metro law extends protections for people based on sexual orientation and gender identity. Although students are not defined as a protected class, they cannot be discriminated against based on other protections.

Land Development Code

Family: as one or more persons occupying premises and living as one housekeeping unit, and distinguished from a group occupying a boarding and lodging house, fraternity or sorority house, a club, hotel, or motel.
Boarding and Lodging House - A dwelling unit where for compensation and by prearrangement rooms are provided for no more than eight people.

- Allowed in high density residential zones
- Conditional use permit in single-family zones.

Occupancy Requirements

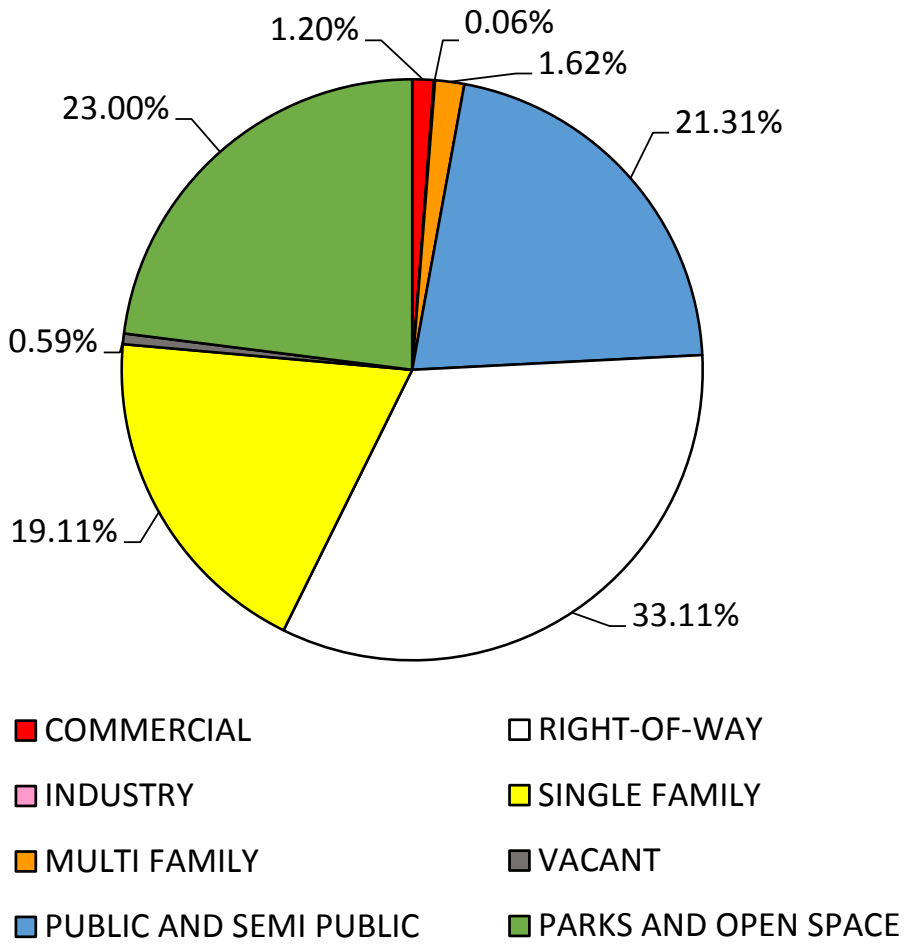
- A minimum share of habitable floor space for each occupant living in a dwelling unit be provided.
- Area for sleeping. Every bedroom occupied by one person shall contain at least 70 square feet (6.5 mm) of floor area, and every bedroom occupied by more than one person shall contain at least 50 square feet (4.6 mm) of floor area for each occupant thereof.

EXISTING LAND USE

Deer Park has a cross section of diverse land uses as shown in graph 14 and map 1. Excluding ROW uses, Open Space and Public/Semi-Public land make up the largest land use categories within the boundary of the neighborhood. Single family residential uses is the next highest at 19 percent. Multi-family consist of 1.6 percent of the land use while commercial consist of 1.2 percent and industry at 0.6 percent.

GRAPH 14: NEIGHBORHOOD LAND USE

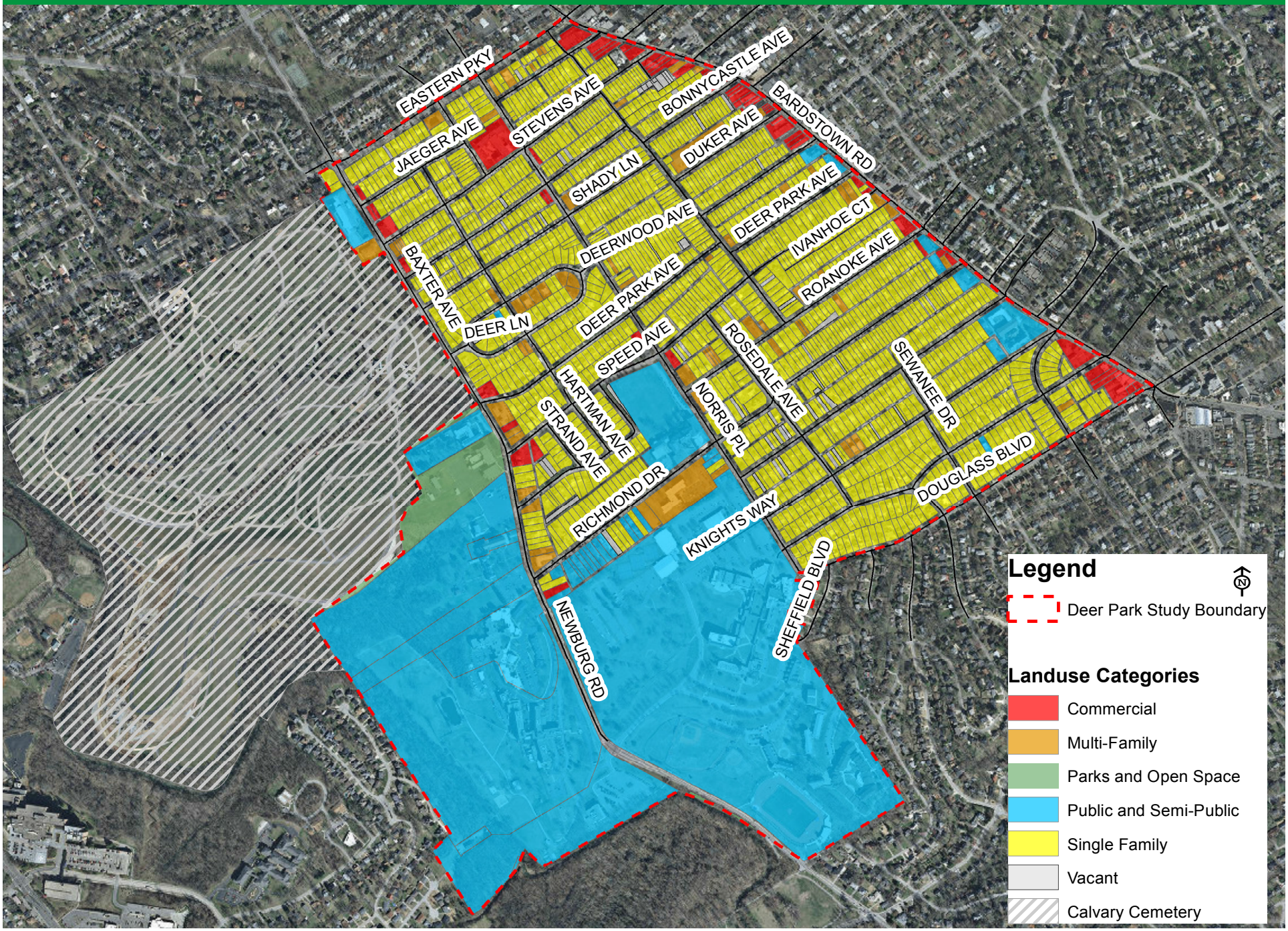
Deer Park Neighborhood Land Use



Highland Court Apartments

Shenanigan's Pub

MAP 1: EXISTING LAND USE



Zoning Districts

The zoning designations within the neighborhood, shown in Map 1, are primarily zoned for residential uses. The largest amount of zoned land consist of R-5 which is a single family zoning district. The second largest residential zone is the R5-A which is medium density residential zone that includes a range of residential uses which are single-family dwellings, row houses and multiple family dwellings. A small percentage of properties are zoned R5-B which permits single family dwellings, two-family dwellings, semi-detached dwellings and carriage houses. Higher density residential zones includes R-6 and R-7 Multi-Family Districts.

Most of the residential zoning districts reflect the existing land use patterns of the neighborhood. However, there are two areas in which the zoning district is at a much higher density zone than the existing built environment. This may be of a consequence of past rezoning to account for the presence of apartment buildings or duplexes located within the same block face. Early 20th Century development patterns included a mix of residential densities and housing types which many parts of the neighborhood reflect this era.

C2- Overlay District- The commercial overlay contains design guidelines for development along the Bardstown Road Commercial Corridor. The overlay requires design review to ensure new construction and external changes to the building and properties are compatible with the pedestrian environment and develop in manner appropriate with the adjacent neighborhoods. Additional design review strengthens the economic vitality and protects neighborhood character.

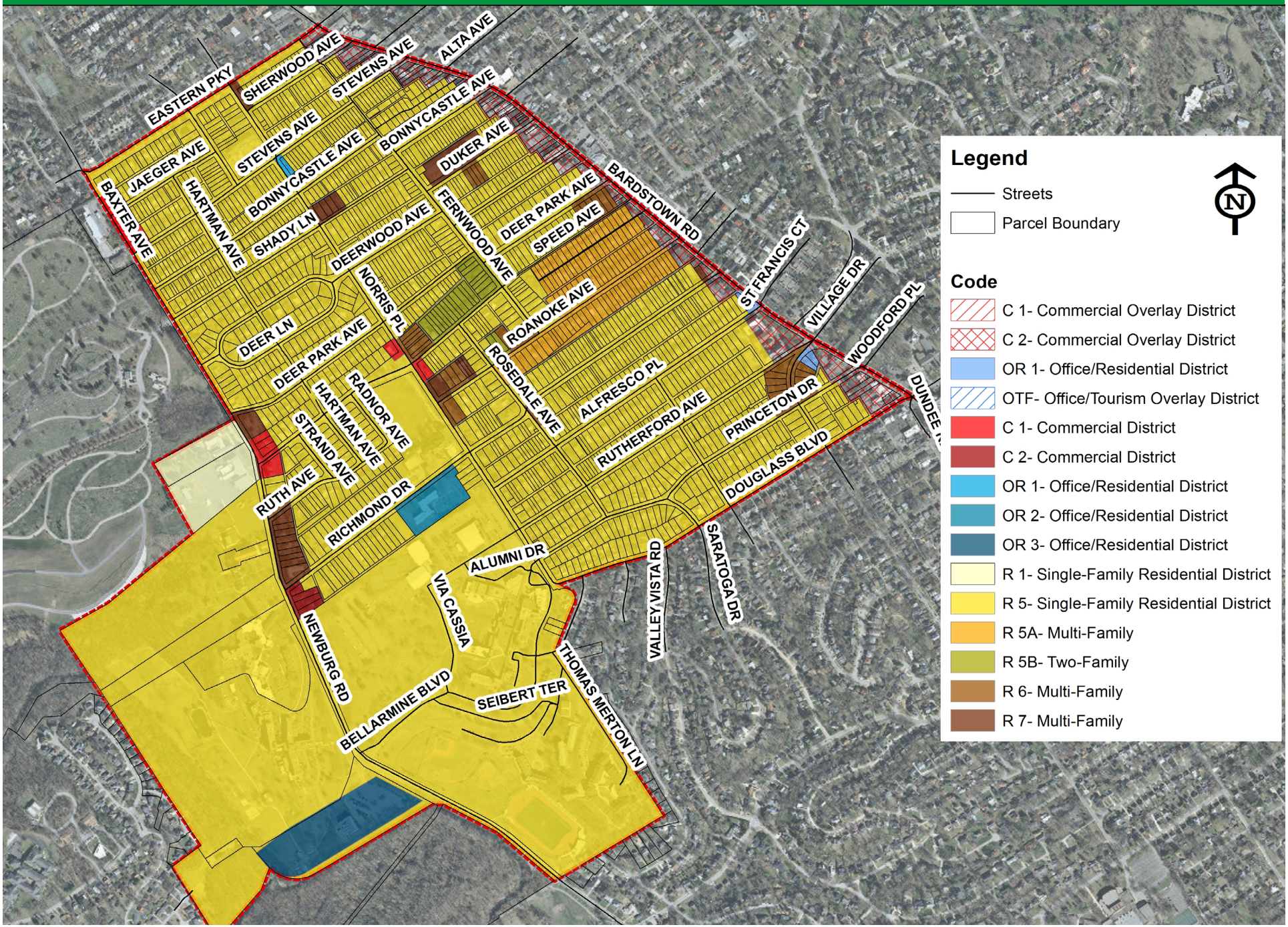
There are additional commercial nodes located within the Deer Park neighborhood, primarily located at the intersection of two major streets.

While the entirety of development standards are outlined in the Louisville Development Code, the table below provides FAR, and density standards for the zoning categories found in the Deer Park Neighborhood.

TABLE 1: FAR & DENSITY STANDARDS

Zone	Type	Density	FAR (Intensity)
C-1	Commercial	34.84 du/acre	1.0
C-2	Commercial	• 0-bedroom dwelling units only 435 du/acre • 1-bedroom dwelling units 217 dwellings per acre • 2-or more bedroom dwelling units only145 dwellings per acre	5.0
OR-1	Office/Residential	34.84 du/acre	1.0
OR-2	Office/Residential	58.08 du/acre	3.0
OR-3	Office/Residential	• 0-bedroom dwelling units only 435 du/acre • 1-bedroom dwelling units 217 dwellings per acre • 2-or more bedroom dwelling units only145 dwellings per acre	4.0
R-1	Single Family Residential	1.08 du/acre	•
R-5	Single Family Residential	7.26 du/acre	• 1.5 for reduced size lots created in accordance with the Alternative Development Incentives regulations (Chapter 4, Part 5) • 0.50 for all other lots
R-5 A	Multi-Family Residential	12.01 du/acre	0.50
R-5 B	Two-Family Residential	2du/lot max	0.50
R-6	Multi-Family Residential	17.42 du/acre	0.75
R-7	Multi-Family Residential	34.8du/acre	**1.0**

MAP 2: EXISTING ZONING



ENVIRONMENTAL CONDITIONS

The Deer Park planning site is in the central part of the county (the Highlands area) with a limestone formation (Sellersburg and Jeffersonville limestones) having a high level of potential to develop a karst terrain. Furthermore, the project site is located just southeast of downtown and about a mile east of the Ohio River floodplain.

Topography and Drainage

Based on the most recent US Geological Survey (USGS) maps, the surface contour lines show that the Deer Park planning site has a gently rolling topography. Surface elevations range from approximately 500 feet on Newburg Road at a point along the western edge of the planning area to approximately 550 feet at a point near the center of the planning area. The general direction of the slopes throughout the planning site slopes downward mainly to the south and west, and from NRCS sources, ranges from 0 to 12 percent.

Due to the planning area being well-developed, its drainage is mostly served by curb and gutter with a traditional storm sewer system with a likely discharge into South Fork Beargrass Creek to the west. Based on the Federal Emergency Management Agency (FEMA) mapping, there are no parts of the planning area that are within the 100-year flood plain of the Ohio River and its tributaries. The nearest floodplain to the planning area is the South Fork Beargrass Creek floodplain located about 0.25 miles to the southwest. Any flooding from the creek will have little to no effect on the planning area as the creek's elevation is at least 50 feet lower than the elevation of the planning area.

Stormwater Management

Combine the aging system with large increases in stormwater runoff from concrete and other impervious areas like roads, and buildings, and the problem compounds. Louisville's Metropolitan Sewer District (MSD) is under an EPA consent decree to reduce the amount and frequency of discharges from combined sewer overflows (CSOs) into local waterways. Based on stormwater data provided by MSD, along with a list sewersheds with flooding and drainage problems, canopy and other relevant data was analyzed to identify trends and areas of opportunity for green infrastructure efforts.

Tree Canopy

Trees are an important component of urban environments. In addition to their aesthetic value, trees have significant economic and environmental benefits, including: reducing stormwater runoff, energy conservation, improving air quality, and enhancement of community vitality, stability and property values for residential and business areas. A recent urban tree canopy assessment indicated that Deer Park neighborhood has experienced a 10 percent loss since 2004. Although the neighborhood has experienced this loss, it has a capacity to increase its canopy by 29 percent. Survey responses and community feedback indicated that the street trees and canopy are important neighborhood features and should be addressed in the plan.

Deer Park tree lined street

MAP 3: HISTORIC LANDMARKS AND PARKS & OPEN SPACE

MAP 4: NEIGHBORHOOD INSTITUTIONAL USES

Deer Park Neighborhood Form

The urban form of the Deer Park Neighborhood is primarily comprised of four different neighborhood patterns that can be identified by architectural influences of the development era. Similar to other neighborhoods located in the Highlands, Deer Park is rich urban character with historic houses, mixed commercial corridor of Bardstown Road. The neighborhood features amenities and entertainment, institutional uses, eclectic shopping along with a diverse range of housing types and tenure.

Form Districts

Form district regulations are used in conjunction with the underlying zoning district. Zoning district regulations address the types of permitted and conditional uses to be located within the district and determines permitted density or intensity of development. Form districts address design and scale of the built form by regulating dimensional elements of a lot including yard setbacks and building heights.

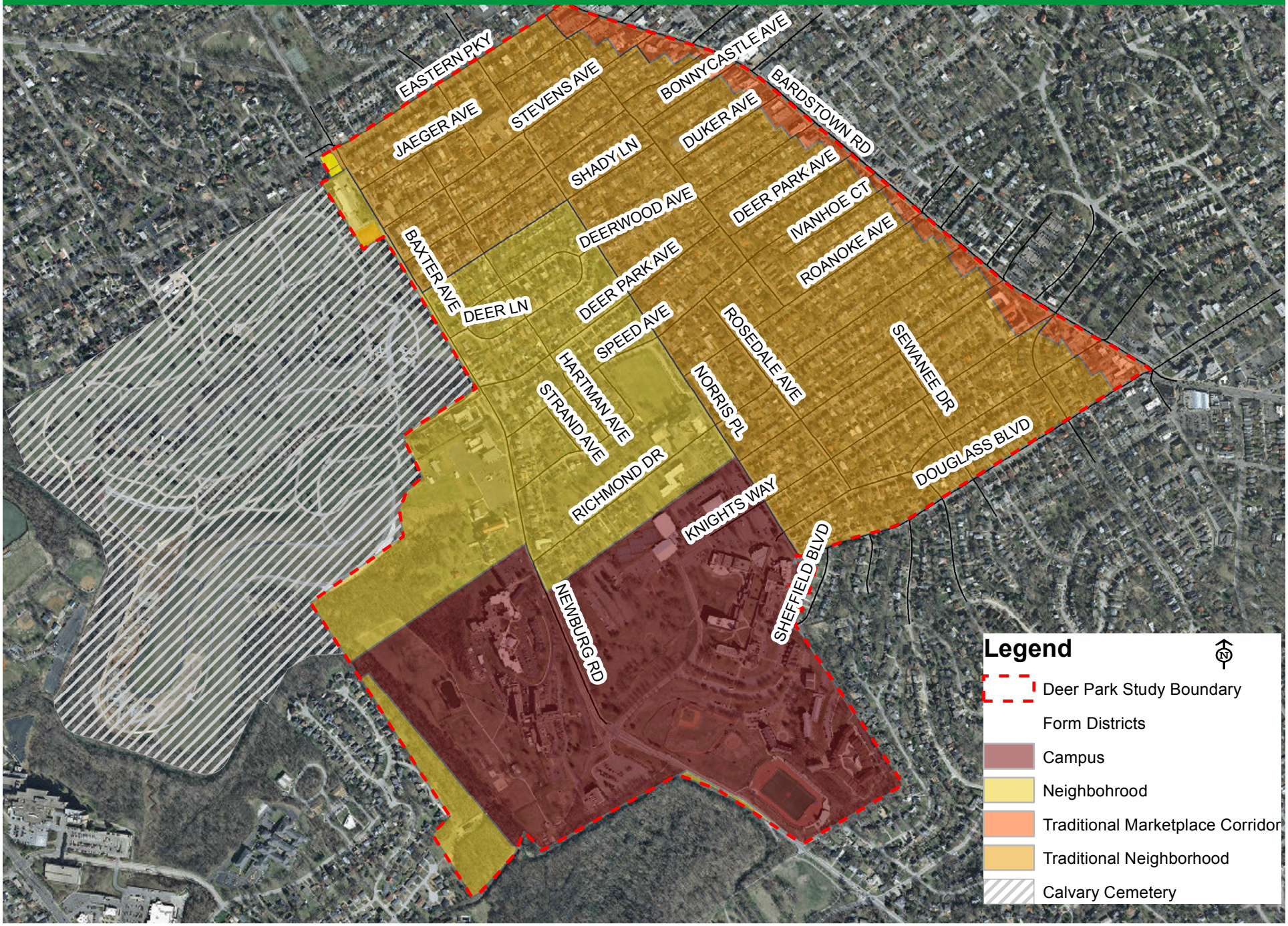
The neighborhood consists of four form districts

1. Traditional Marketplace Corridors
2. Traditional Neighborhood
3. Neighborhood
4. Campus

Neighborhood Form District

Campus Form District

MAP 5: FORM BASED ZONING DISTRICTS



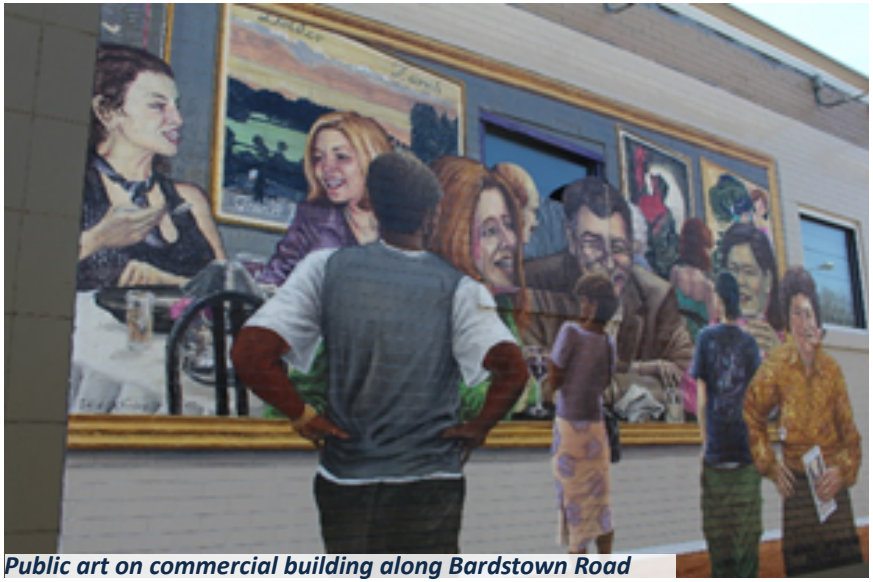
Traditional Marketplace Corridors

The Traditional Marketplace Corridors (TMC) form district is characterized by older, pedestrian-scale development along major roadways adjacent to traditional neighborhoods. The corridors typically contain a wide variety of land uses (retail, restaurants, office, institutional and residential) that range from low to medium intensity. Buildings along the corridor are often narrow, closely spaced or attached, and built out to or near the street with display windows and wide sidewalks in front. Parking is usually provided on the street or in parking lots located at the rear of lots.

Bardstown Road Commercial Corridor:

Bardstown Road is a highly developed urban corridor that has a high degree of pedestrian and transit use. Commercial, office and institutional uses are located along the corridor with development closely integrated with the adjacent residential areas through side street connections and alleys, which typically delineate the boundaries between the uses along the corridor and Deer Park neighborhood.

Bardstown Road was originally developed as a streetcar corridor which reflects the evolution of a mixed commercial/ residential strip, to a predominantly commercial corridor with many original buildings. Bardstown Road Baxter Avenue Overlay District was put in place to encourage preservation of the corridor's character and to ensure new construction is compatible. The BROD guidelines expand upon the Land Development Code and Form Districts by regulating elements such as signage, awnings, public art, site development, parking buffering and building design.



Public art on commercial building along Bardstown Road

Street furniture along Bardstown Road

Traditional Neighborhood Form

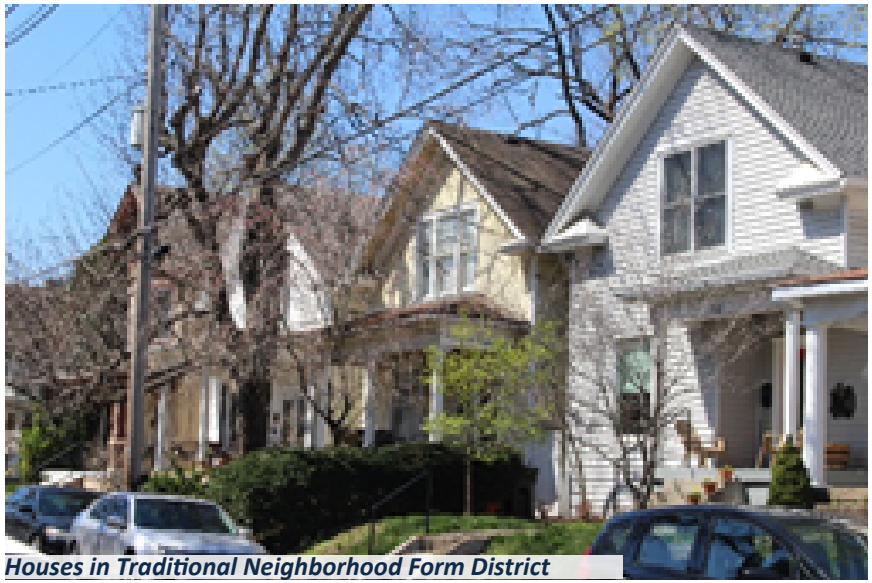
The traditional neighborhood form represents the majority of the Deer Park neighborhood. Traditional neighborhood characteristics include a compact neighborhood scale with a mixed of housing types and densities. The neighborhood has a well-connected street network with several narrow east/west one-way streets. Also unique to the neighborhood are two residential courts (Ivanhoe Court and Maplewood Place) that were developed with pedestrian streets as houses face a landscaped median with a sidewalk rather than a conventional street.

The Traditional Neighborhood Form District (TNFD) emphasizes compact and pedestrian development and establishes design standards to promote compatibly of new infill construction. The TNFD design standards regulate building location, design and orientation in relation to the surrounding neighborhood context. The dimension standards include front setbacks/build-to lines and building height.

Traditional Neighborhood Development Pattern

- Early 20th Century (1900-1945)
- Developed around street car lines
- Straight connected streets, with sidewalks predominant and alleyways
- Grid with smaller and medium sized blocks (400-1600 feet)
- Lot sizes range from ~500 sq. ft. to 14,000 sq. ft. with a mean lot size of 5,000 sq. ft.
- Residential front setbacks vary from 10' to 25'
- Parking located in rear, accessed by alleyway
- On-street parking
- Architectural Styles: Range from modest one-story shotgun to 2-story Victorian frame, American Foursquares and Bungalows represented.

Houses in Traditional Neighborhood Form District



Houses in Traditional Neighborhood Form District

Neighborhood Form District

A portion of the neighborhood lies within the neighborhood form district which has very similar characteristics of the TFND. It also includes a diverse mix of housing types and densities

This form district promotes design standards that are compatible with the surrounding area.

Neighborhood Development Pattern

- Post War Characteristics (1945-1970)
- Street Pattern and block size are similar to the traditional neighborhood form with some curvilinear elements
- Some streets not constructed with sidewalks
- Parking accommodated by driveways accessed from street on the side or in rear garage
- On-street parking
- Front Setback 5-15 ft. for multi-family and 15-30 ft. on single-family lots.
- Lot sizes range from ~800 sq. ft. to 94,000 sq. ft. with a mean lot size of 6,500 sq. ft.
- Single-family 1-2stories and multi-family 2 stories.
- Architectural Styles: Range from modest shotgun houses, bungalows, cape-cods, and small ranches.

Houses in Neighborhood Form District

Houses in Neighborhood Form District

Campus Form District
The Campus Form District (CFD) is an established or proposed pattern of development for higher education institutional uses. Campus Form includes a cluster of buildings for a single or predominant purpose as well as residential or commercial uses which primarily serve staff and faculty who work or live on the Campus. The form should be compact and walkable, with substantial open space, central gathering areas, shared parking and signage, and an internal circulation system.

Bellarmine University:
Bellarmine University is a large institutional use located in the Deer Park neighborhood. It is a private Catholic University that offers undergraduate and graduate programs with a student population of 3,846. The campus is situated on 129 acres with gently rolling terrain and an abundance of greenspace. Bellarmine University's campus also promotes alternative transportation.

The campus form of Bellarmine University is representative of the Campus Form District (CFD) as it includes a mixture of buildings and uses to support higher education. The campus has experienced significant growth in recent years, which has resulted in neighborhood impacts that include parking conflicts, noise, and property maintenance issues associated with student rentals. Bellarmine is working on updating a master plan that outlines their long-term plan for campus development.

Although some of the projects are long range and depend on funding through private donations and/or fund raising, the campus plans to undertake an entrance improvement in the near future. Bellarmine's master plan includes improvements along their frontage of Norris Place that enhances safety for pedestrians, cyclists and vehicles. These improvements include consolidation of entrances along Norris Place, design and landscape enhancements and removal of parking for improved sight lines. It is anticipated that the loss of parking mitigated through planned construction of an on-campus parking structure.

Bellarmine University owns several houses along the 1600 block of Richmond Drive which are currently used for residential purposes. Bellarmine's future intent is to incorporate these houses for campus use. The master plan indicates landscaping along these properties in a manner characteristic of residential yards in the neighborhood, with features such as shrubs, trees and fencing. The university will likely implement a uniform landscape plan for those properties and connect the rear of the properties to the campus circulation system.

The Land Development Code and Cornerstone 2020 Comprehensive Plan both state that the edge of campus is compatible with the characteristics of the adjacent districts. The intent of the plan is to develop strategies that minimize land use conflicts between Bellarmine University and the neighborhood and to maintain neighborhood character.

Parking along Norris Place at Bellarmine University

MAP 6: BELLARMINE UNIVERSITY INTERIM MASTER PLAN

Land Use Recommendations

Final recommendations are based on the study and analysis of existing conditions, issues and opportunities and the public input process that ran throughout the entire planning and design process. Each recommendation will be outlined in more detail in the following section.

Cornerstone 2020

These strategies are related to Cornerstone 2020 Plan or require Planning Commission action such as rezoning or development plan approval. Both of these process are outlined in the Land Development Code. LU1 through LU7 (see Map 7) are related to Conerstone 2020.

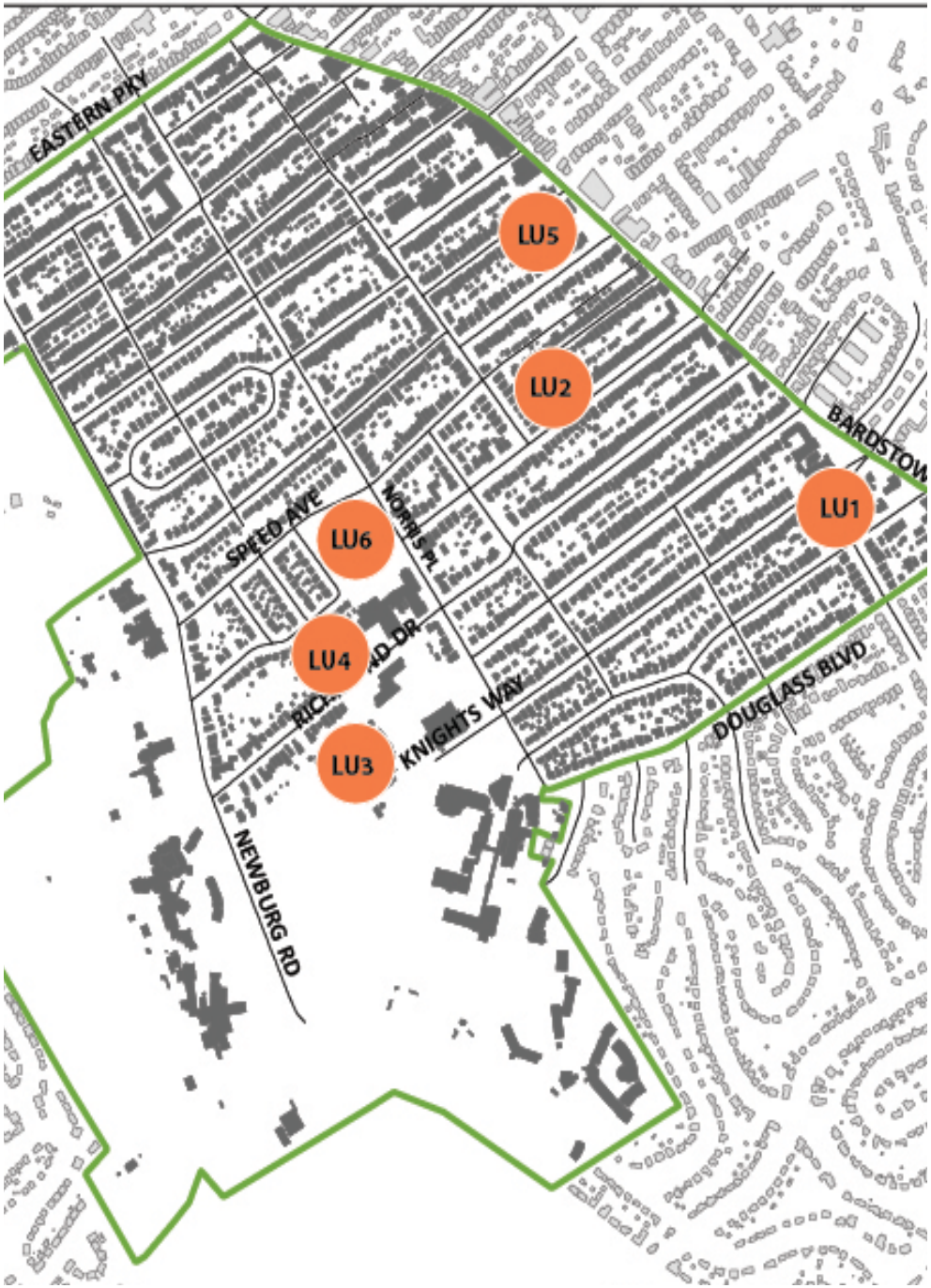
Capital Project

Recommendations require project based construction or installation to occur. In these instances, the guidance provided by the plan will be critical to guarantee the project will proceed in a fashion that keeps in mind the overall long term interests of the neighborhood. Capital Improvement Projects may be funded by a variety of sources. LU 8 recommendation (see Map 7) is included under capital projects.

Policy or Programmic

A recommendation involving support through existing programs or development of new initiatives. It does not require major capital investment but does require administration by an agency, institution or organization. LU 9 through LU 14 are within this category. These recommendations are not referenced on the adjacent map because they encompass the entire study area.

MAP 7: LAND USE RECOMMENDATIONS



LU1: Area wide rezoning from R-6 Multi-Family to R5-Single-Family for properties located on the east and west side of Napoleon Boulevard, bounded by Rutherford Avenue to the northwest, Princeton Drive to the southeast and commercial properties to the east.

The existing R6 Multi-Family zoning allows for more intense residential development at a maximum permitted density of 17.42 dwelling units per acre with a Floor Area Ratio (FAR) of 0.75. The existing R6 zone is appropriate for the development of all uses permitted in an R-1 Single Family District, duplexes apartments and assisted living residences.

The existing land use pattern consist of detached single family dwellings on lots that are slightly larger than the surrounding single-family district. Rezoning of the area is consistent with the historic uses and development patterns of the existing district.

The area wide rezoning proposal will require further analysis and evaluation from Metro Planning and Design services to ensure appropriateness and that the rezoning of the properties is in accordance with local ordinances, KRS Chapter 100 and other state statutes. If the findings of the analysis identify other properties of similar characteristics within the contiguous area (may not be shown in the proposed rezoning area graphic), then these properties may also be included in the rezoning request.

Boulevard Napoleon

Typcial houses within the area

Proposed rezoning area

LU2: Area wide rezoning from R5A Res Multi-Family to R5-Single-Family (excluding existing duplexes or multi-family units) for properties located on the south side of Roanoke to Rosedale Avenue and the properties fronting the north side of Roanoke Avenue to the alley entrance.

R-5A zoning is a medium density zone that allows uses permitted in R-1 Single Family District, duplexes, apartments and assisted living residences. Allowable density for this zone is 12.01 dwelling units per acre with a maximum FAR at 0.5.

Historic development patterns of this era consist of diverse housing types and mixed-residential uses such as single-family detached dwelling, duplexes and medium density apartment buildings all built on the same block.

This portion of Deer Park neighborhood is characteristic of traditional neighborhood development patterns. However, the predominately land use development of this district consists of single-family detached dwelling units. The proposal to rezone this area to R-5 Single-Family zoning is more appropriate and consistent with the existing land use development patterns.

It is recommended to exclude properties that consists of two-family and multi-family uses from the rezoning. The area wide rezoning proposal will require further analysis and evaluation from Metro Planning and Design services to ensure appropriateness and that the rezoning of the properties is in accordance with local ordinances, KRS Chapter 100 and other state statutes. If the findings of the analysis identify other properties of similar characteristics within the contiguous area (may not be shown in the proposed rezoning graphic), then these properties may also be included in the rezoning request.

Proposed rezoning area

Multi-family not included

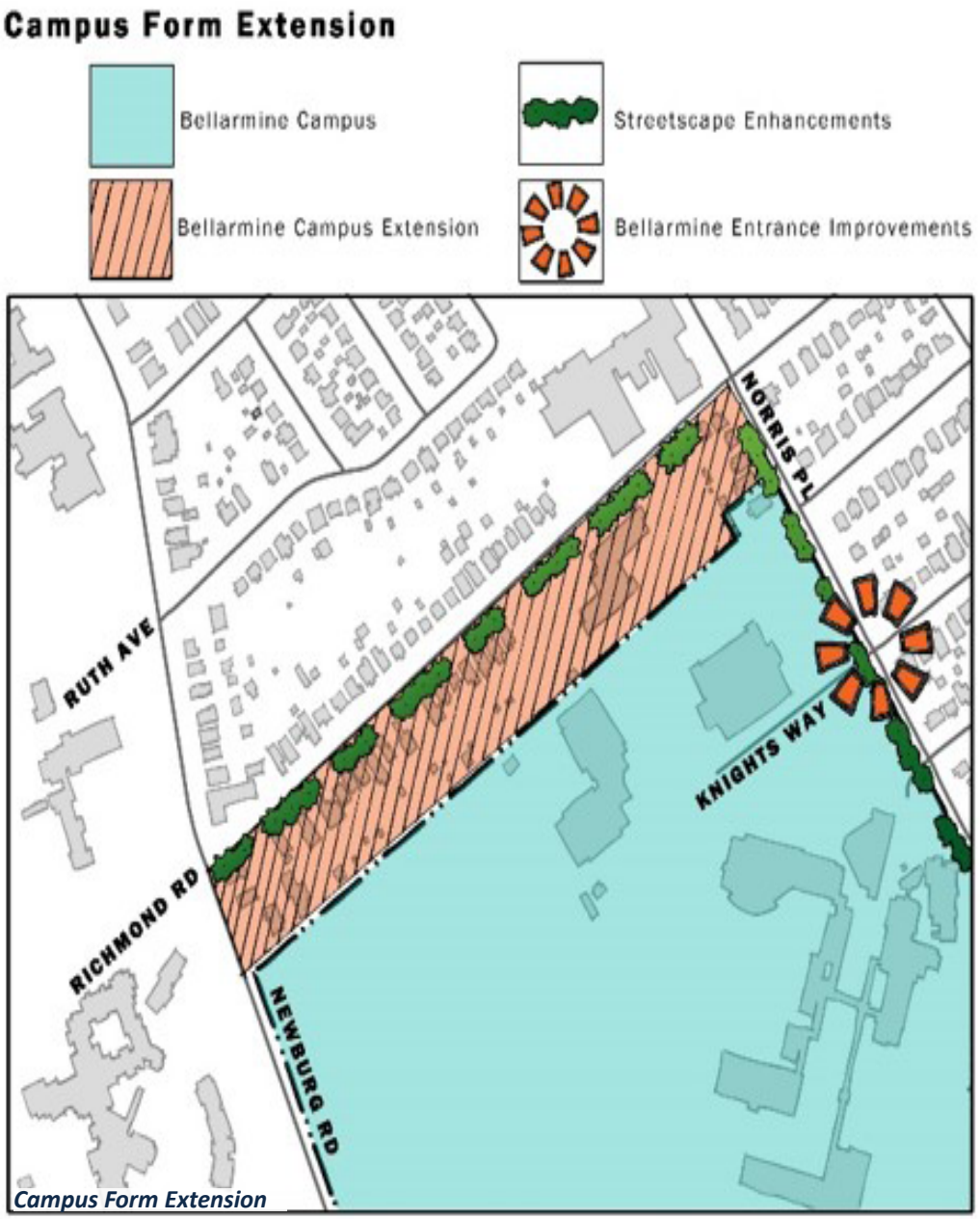
LU 3: Expand the Campus Form District at Bellarmine University to encompass properties on the south side of Richmond Road. This expansion should be limited to the south side of Richmond Drive, the east side of Norris Place and Newburg Road to the west.

Define this boundary as the northwest campus edge of Bellarmine University. This edge should serve as transition from main campus facilities to the surrounding community in a manner that is compatible and sensitive to residential properties.

The intent of Bellarmine University is to preserve the existing houses along Richmond Drive and to use these structures for campus transitional uses such as housing or offices.

Bellarmine University intends to incorporate streetscape improvements along Richmond Drive and to remove on-street parking to enhance the pedestrian environment.

Bellarmine University should provide neighborhood residents with long-term assurances that future University development patterns and uses within the campus edge will be compatible to the adjacent neighborhood.



Campus Form Extension

LU 4: Protect the character of Richmond Drive and ensure that future development is compatible with the built form of the surround neighborhood including character and scale.

The existing character of the street consists of a majority of single-family residential buildings between 1 and 1.5 stories in height, which have relatively uniform front and side yard setbacks. The exceptions include the Highland Court Apartments which is 99 unit building for seniors and adults with disabilities and another apartment building located at the corner of Richmond Drive and Newburg Road.

If future campus expansion includes demolition of the existing structures along Richmond Road, then new infill should incorporate design approaches that minimizes visual impacts such as parking, building scale and mass, and orientation, lighting and accessory structures.

New construction should consider structures that are built to human scale and compatible with of neighborhood residential character, and designed as walkable, pedestrian friendly environment and minimizes conflicts between vehicles and pedestrians.

Houses along Richmond Drive

Houses along Richmond Drive

LU 5: Protect adjacent residential neighborhood from commercial encroachment by maintaining Traditional Marketplace Corridor boundary along Bardstown Road.

Ensure compatible transitions from commercial development to the residential neighborhood by promoting less intensive land uses abutting residentially zoned properties. Generally, the Traditional Marketplace Corridor boundary encompass parcels that front Bardstown Road. However, in some areas the boundary steps back to include former residential properties, although zoned commercial, and are oriented toward side streets rather than the main arterial. For these parcels it is important ensure appropriate and transitional uses are encouraged to minimize adverse impacts to adjacent residences and to avoid further encroachment into the neighborhood.

Continue the commercial corridor as the economic, retail and entertainment district for the neighborhood as it offers a mix of services, businesses, restaurants and other neighborhood uses.

Consider additional opportunities to increase residential density along the corridor.

Maintain a location of the Original Bardstown Road Farmer's Market within the Deer Park Neighborhood.

Original Bardstown Road Farmer's Market

LU 6: Increase access to and opportunities for open space and recreational activities.

As a highly developed neighborhood, Deer Park has limited open space available for new park development. However, the neighborhood is surrounded by numerous parks and open space. Consider opportunities for access to Beargrass Creek State Nature Preserve and Joe Creason Park through Bellarmine University. Use wayfinding signage and the existing pedestrian network to direct users to existing

Continue use of Highland Middle School property for recreational opportunities.

Joe Creason Park

LU 7: Maintain the traditional character of the neighborhood form by retaining development patterns and the urban design of the established neighborhood.

Ensure non-residential uses are compatible with the existing character and do not negatively impact the integrity of the neighborhood.

Maintain a desirable balance of diverse housing types and tenure that is consistent with the existing development patterns.

Preserve the integrity of neighborhood character and identity by ensuring compatible residential development. New infill and/or redevelopment sites should comply with existing setbacks and scale of the surrounding area.

Work with the Deer Park Neighborhood Association to minimize the potential for land use conflicts, and to be inclusive in resolving neighborhood concerns if objectionable uses should occur.

If institutional uses and/or other large tracts are considered for future use changes and/or increased densities, the Deer Park Neighborhood Association should be engaged prior to an official rezoning application or development plan submittal.

Neighborhood Character

LU 8: Foster ongoing efforts by the neighborhood association to restore tree canopy and enhance the streetscape by planting street trees.

The Deer Park Neighborhood Association received funding from MSD's Urban Reforestation Program to plant trees throughout the neighborhood. The program is concentrated in areas with combined sewers and is intended to ameliorate sewer overflows through rain absorption and decrease flooding.

Tree planting also provides shade and reduces the impacts of the urban heat island affect. Benefits also include air pollution reduction and improves the streetscape.

Neighborhood tree planting

LU 9: Incorporate green infrastructure and stormwater management BMPs to reduce stormwater runoff and improve water quality.

An urbanized neighborhood such as Deer Park can benefit from implementing techniques to conserve, restore, or enhance natural areas while incorporating trees, rain gardens, vegetated roofs, and other practices that simulate natural systems into developed areas to manage rainwater where it falls.

Some techniques, including using permeable pavements, bioswales, rain gardens, vegetated or “green” roofs, rain barrels, and cisterns, work at the site scale and can fit into individual development, redevelopment, or retrofit projects.

Example of Green Infrastructure

LU 10: Enhance open-dialogue between Deer Park Neighborhood and Bellarmine University by formalizing a process to work together on issues.

Establish regular meetings between Deer Park Neighborhood Association and representatives from Bellarmine University to discuss on-going issues impacting the surrounding area. Outreach to nearby neighborhoods such as Belknap should also be considered as regular meeting schedules and discussion topics are formalized.

The purpose of the meetings should be a forum for collaboration in identifying problems and providing solutions and to communicate future activities.

Bellarmine University main entrance

LU 11: Develop a good neighbor policy between the University and the Neighborhood outlining practices and communication steps to encourage responsible student renting and ensuring accountability of local landlords/ property owners.

Continue to work with Bellarmine University to educate students of their responsibilities of living in the neighborhood, mediating conflicts between neighbors and students, and providing resources to the community about student housing. Bellarmine University should continue to provide students with information about off-campus living and their responsibilities to adhering to noise, nuisance, parking and littering policies and laws.

The neighborhood association can be influential in addressing reoccurring issues with rental properties by communicating with landlords/property owners and/or property managers about tenant activities and issues related to nuisance and property maintenance.

Deer Park gateway sign

LU 12: Develop a neighborhood association resource guide to provide residents with information related to property maintenance and code violations, noise and nuisance controls, parking and other neighborhood issues.

The guide should provide frequently asked questions and general information regarding regulatory requirements and code compliance.

The guide should also Identify Metro departments and other organizations and provide contact information for residents to direct inquiries.

LU 13: Continue to work with Metro Property Maintenance on housing issues, occupancy restrictions and code enforcement.

This is an ongoing need to address issues related to property maintenance, rental occupancies and general code enforcement within the neighborhood. The Department of Codes and Regulations are responsible for code enforcement activities as it relates to local ordinances, license and permits. The Property Maintenance Division within the department is specifically responsible for promoting safe and clean housing and enforces the Property Maintenance Code which is responsible for the following:

- Establishes minimum maintenance standards for such elements as basic equipment, light, ventilation, heating, sanitation and fire safety.
- Fixes responsibility among owners and occupants for following the code.
- Regulates the use of existing structures and premises.
- Provides for administration, enforcement and penalties.

Enforcement is typically compliant driven and relies on citizens to submit complaints. The City offers new tools to help citizens report problems or submit complaints regarding code violations. This includes the 311 Metro Call mobile app that allows users to report, photograph, map, and anonymously submit information on graffiti, potholes, animal carcasses, flooding, and other issues.

Metrocall 311

LU 14: Explore new enforcement techniques or technology to address noise and other nuisance violations.

Noise is regulated under Chapter 99 of General Regulation Ordinance and is enforced by the Louisville Metro Police Department. Enforcement of local noise ordinances requires measuring noise levels and documenting results, particularly when a citation is issued.

The difficulty of enforcing noise from motorcycles or boom cars along Bardstown Road is measuring the noise from a distance and with appropriate devices. Chapter 99 states that Any manufactured noise plainly audible at a distance of 50 feet from its point of origination or emanation. For motorcycle noise emissions standards are regulated by the Environmental Protection Agency (EPA). The standard for street-legal exhaust noise emissions is 80 dB(a). All motorcycles are required to display an EPA stamp on the chassis and exhaust system. The EPA recognized that the intricacies of accurate field-testing are beyond the scope of local law enforcement agencies. The EPA label match-up is designed as a regulatory measure for states and municipalities to control motorcycle noise.

This recommendation relates to the need to continue to address noise and explore new technology to help Metro Police to enforce the noise ordinance and regulations.

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LIQUORS
DRIVE-IN
MIMOSA
TOW AWAY ZONE
NO
STOPPING
7 AM-9 AM
4 PM-6 PM
WEEKDAYS

MOBILITY

CONNECTIONS AND ACCESS

Mobility and transportation infrastructure provide connections and access to all land uses. A complete mobility network is a critical component of a community. There are a few key roadways in the planning area that connect motorist by vehicular transit, pedestrians by sidewalk and offer multiple TARC bus stops.

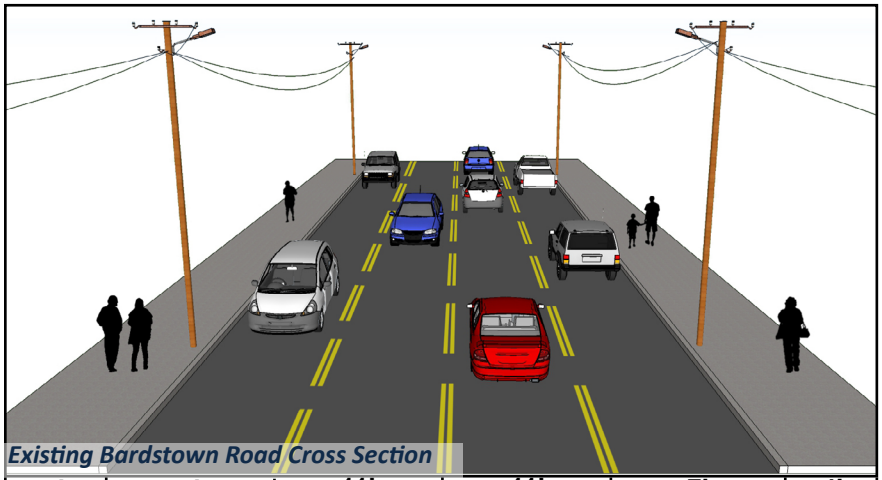
All modes of travel were considered in assessing the existing infrastructure and connectivity in the Deer Park neighborhood study area. Field reviews were completed along the street network and focused on existing sidewalks, crosswalks and lighting.

Streets and Roadways

The street network in the study area is made up of state routes largely bordering the edges and forming boundaries for the study area. These routes function as a network providing

Bardstown Road

Bardstown Road (KY 150/US 31 E) is a state route. Within Louisville Metro, the project corridor has a functional classification of major arterial. The street provides high degree of mobility and access to commercial uses. The street profile consists of two 11' travel lanes in each direction, a 10' left turn center lane, 7' parking and curb and gutter and 4' sidewalks for both directions of traffic as shown in the Bardstown Road cross section below. Sidewalks are in good condition. The current posted speed limit for this street is 45 mph. Traffic volume along the corridor varies by location. The most recent count in 2014 indicated 20,600 annual average daily trips (AADT), although its traffic volume is very likely higher.



Existing Bardstown Road Cross Section

4'	7'	11'	11'	7'	4'
Sidewalk	Parking Lane	Driving Lane	Driving Lane	Parking Lane	Sidewalk

44' Total Street Width

Eastern Parkway- US 60 A Major Arterial
Baxter Avenue/Newburg Road- Minor Arterial
Douglass Boulevard/ Norris Place- Primary Collector

Eastern Parkway / US 60A is a state route with a functional class of Major Arterial within the study area. The pavement width is 40" with 4" sidewalks in both directions. Eastern Parkway is part of network of Olmstead Parks and leads to Cherokee Park. As a designated parkway, the right of way encompasses the front yard area of properties facing the roadway for approximately 25" past the sidewalks. Maintenance of the additional parkway area is coordinated by Louisville Metro Parks.

Baxter Avenue / Newburg Road- Minor Arterial

Baxter Avenue is a multi-lane facility and handles a higher volume of traffic providing connections from the neighborhoods and other destinations outside the study area to jobs, shopping, school, and other parts of the region. Newburg road accommodates traffic from the major institutional uses and commercial uses in the study area such as Bellarmine University and Saint Agnes Parish. Newburg road serves as a connection to Interstate 264. Traffic counts at Richmond Drive and Newburg Road near Bellarmine University were 18,200 AADT in 2010. A more recent count at Ruth Ave in 2014 showed 16,000 AADT.

Douglass Boulevard / Norris Place- Primary Collector

Norris Place is a collector road with a speed limit of 35 mph. It carries a larger volume of traffic through the neighborhood and connects to a grid network of local streets. Norris Place turns into Douglass Boulevard near the rear entrance of Bellarmine University. From the southbound approach, Norris Place is straight with only one traffic signal. Traffic approaching from the northbound must maneuver the sharp curve from Douglass Boulevard to Norris Place. A recent traffic analysis was performed on Norris Place to determine

speed and volume along the street. The study took place in May 2016 and evaluated both the northbound and southbound lanes of traffic. The study indicates that for the northbound lane, the AADT count was 3,495. The average speed was 23 MPH with 10 percent exceeding the speed limit. For the southbound lane, the AADT count was 3,545 with an average speed of 33 MPH an 43 percent exceeding the speed limit. This is a significant issue as this area experiences high volumes of both vehicular and pedestrian traffic. Traffic volumes on both lanes are similar but motorists are more likely to speed in the southbound lane. The sharp curve from Douglass Boulevard to Norris Place has a calming effect on traffic.

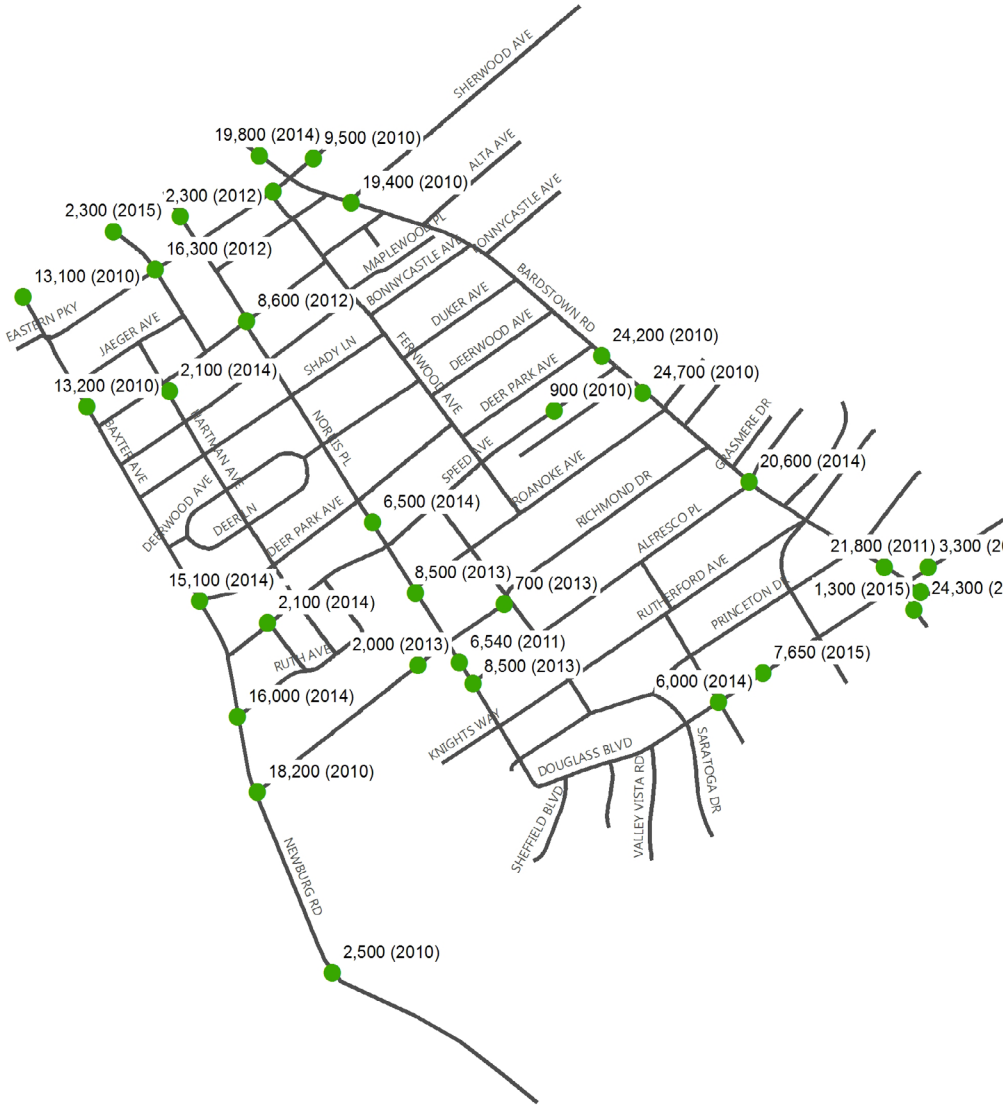
Pedestrian Walkways

Deer Park contains two unique pedestrian walkways at Ivanhoe Court ant Maplewood Place. Homes along the walkways are sited facing inward toward a central court. Streets abutting the rear of the properties, Roanake Avenue, Speed Avenue, Stephens Avenue and Bonnycastle Avenue serve as alleyways for the homes but are utilized as local roads by the community.

Infrastructure

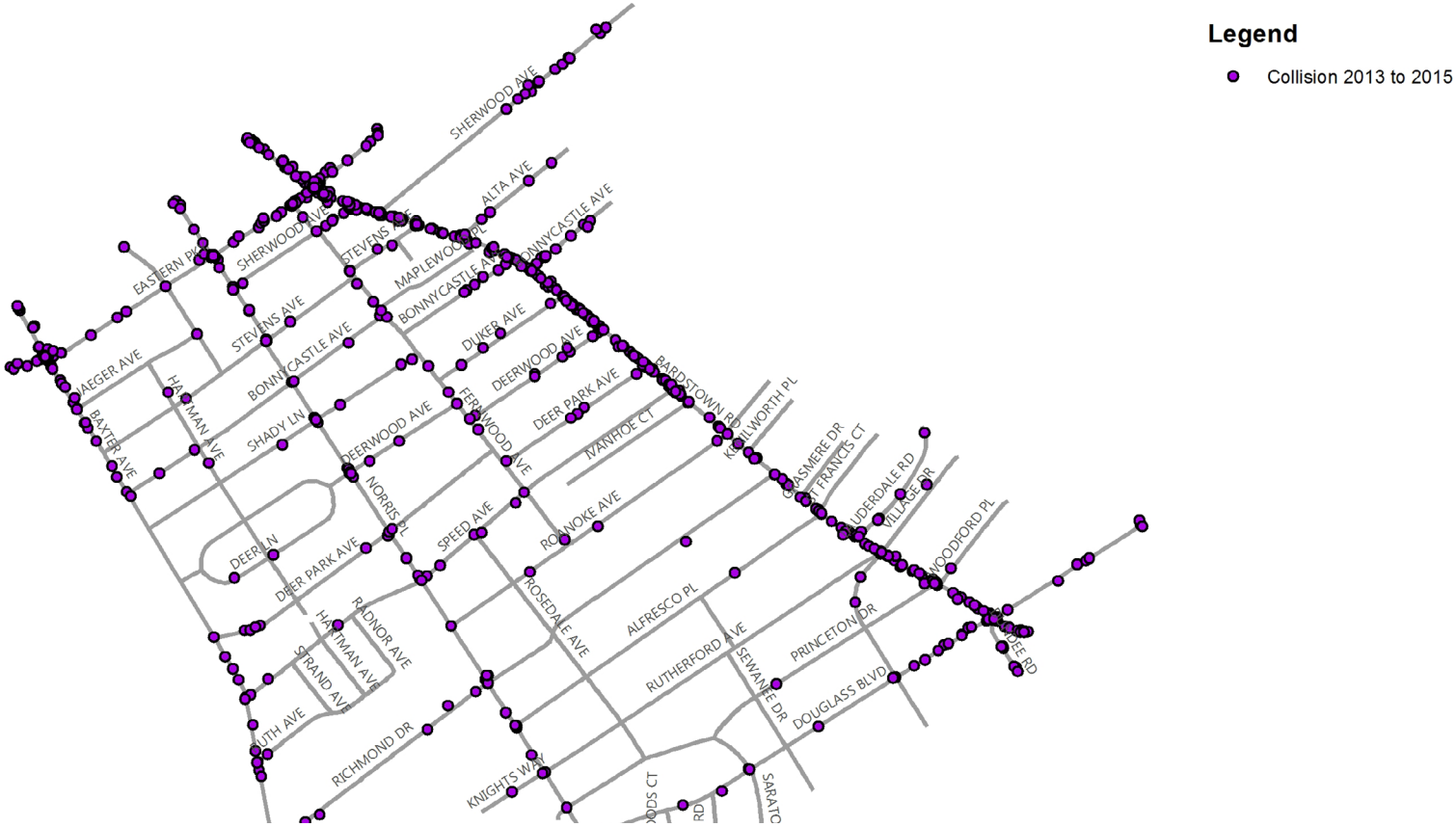
There are 10 four-way stop intersections within the study area and while there are several signalized intersections along the boundaries of the study area, there are only two signalized intersections along Norris Place at Speed Avenue and Ivanhoe Court within the residential portion of Deer Park.

MAP 8: ANNUAL AVERAGE DAILY TRIPS



Legend
Signalized Intersection
4 Way Stop
Streets
CLASS
Major Arterial
Minor Arterial
Primary Collector
Local
Pedestrian Walkway
SHERWOOD AVE
ALTA AVE
BONNYCASTLE AVE
EASTERN PKY
SHERWOOD AVE
STEVENS AVE
MAPLEWOOD PL
BONNYCASTLE AVE
STEVENS AVE
BONNYCASTLE AVE
DUKER AVE
DEERWOOD AVE
DEER PARK AVE
JAEGER AVE
HARTMAN AVE
BAXTER AVE
SHADY LN
DEERWOOD AVE
FERNWOOD AVE
BARDSTOWN RD
MANHOE CT
KENILWORTH PL
GRASMERE DR
ST FRANCIS CT
LAUDERDALE RD
VILLAGE DR
WOODFORD PL
DUNDEE RD
NORRIS PL
SPEED AVE
ROANOKE AVE
DEER LN
DEER PARK AVE
ROSEDALE AVE
ALFRESCO PL
RADNOR AVE
HARTMAN AVE
STRAND AVE
RUTHERFORD AVE
SEWANEE DR
PRINCETON DR
DOUGLASS BLVD
RUTH AVE
RICHMOND DR
KNIGHTS WAY
SHEFFIELD BLVD
DOUGLASS WOODS CT
VALLEY VISTA RD
SARATOGA DR
NEWBURG RD

MAP 10: VEHICULAR COLLISIONS



Collision data was gathered from 2013 to 2015 for the study area. The data is illustrated on Map 10. Primary areas of concern include the Bardstown Road corridor as well as the intersection of Bardstown Road and Eastern Parkway and Newburg Road and Eastern Parkway. Smaller clusters of collisions occurred at Newburg Road and Ruth Avenue, Newburg Road and Richmond Avenue, Eastern Parkway and Norris Avenue, and on Deer Park Avenue near Newberg Road. There is a correlation between high volume roadways and a higher number of collisions. It is notable that there are far fewer collisions at intersections with 4-way stops within the Neighborhood.

Transit

TARC provides transit service to the neighborhood via four bus routes.

TARC Routes

Route 17 - Bardstown Road

This route operates from downtown Louisville, out Bardstown Road through the Highlands, to Fern Creek in the Glenmary Farms area. Routes 17 and 40 combine to provide more frequent service along Bardstown Road between Taylorsville Road and downtown.

Route 23 – Broadway

This route operates on Broadway from Shawnee Park through downtown Louisville, then over Baxter Avenue and Bardstown Road through the Highlands.

Route 40 - Taylorsville Road

This route provides local and express service from Billtown Road and Michael Edward Road through Jeffersontown, to downtown Louisville via Taylorsville Road and Bardstown Road.

Route 21 - Chestnut Street

This route operates between Shawnee Park, downtown Louisville, and the Highlands area, serving the NIA Center, Barrett Avenue Government Center, Bellarmine University and the Bashford Manor Lane commercial area.

Route 29 - Eastern Parkway

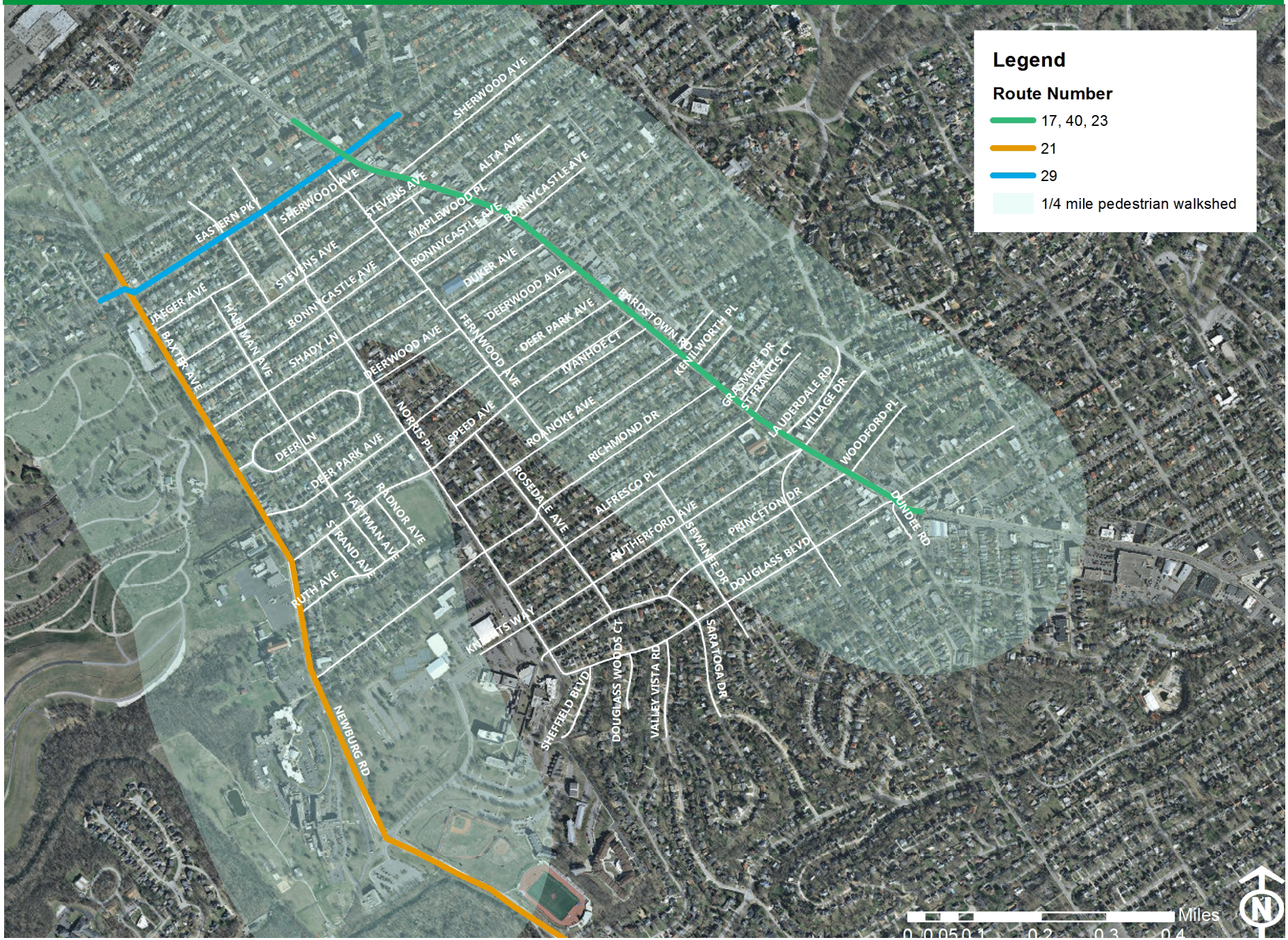
This crosstown route runs from the St. Denis area at Cane Run Road and Rockford Lane across south Louisville along Eastern Parkway to Cherokee Park and St. Matthews. This route serves University of Louisville, the Presbyterian Seminary and the Baptist Theological Seminary. St. Matthews trips now serve Shelbyville Road shopping areas including Oxmoor Center. This route does not provide service to downtown Louisville.

Map 11 depicts a quarter mile walkshed around existing TARC routes in the neighborhood. Only a few blocks along Rosedale Avenue in the center of the Neighborhood near the rear of the Bellarmine Campus are outside the walkshed area.

TARC Bus

TARC Bus

MAP 11: TARC ROUTES



Pedestrian

While sidewalks exist throughout the neighborhood, an identified deficiency is the lack of sidewalk networks. Bridging gaps in the sidewalk network creates safe travel for pedestrians accessing TARC bus stops and commercial and institutional destinations.

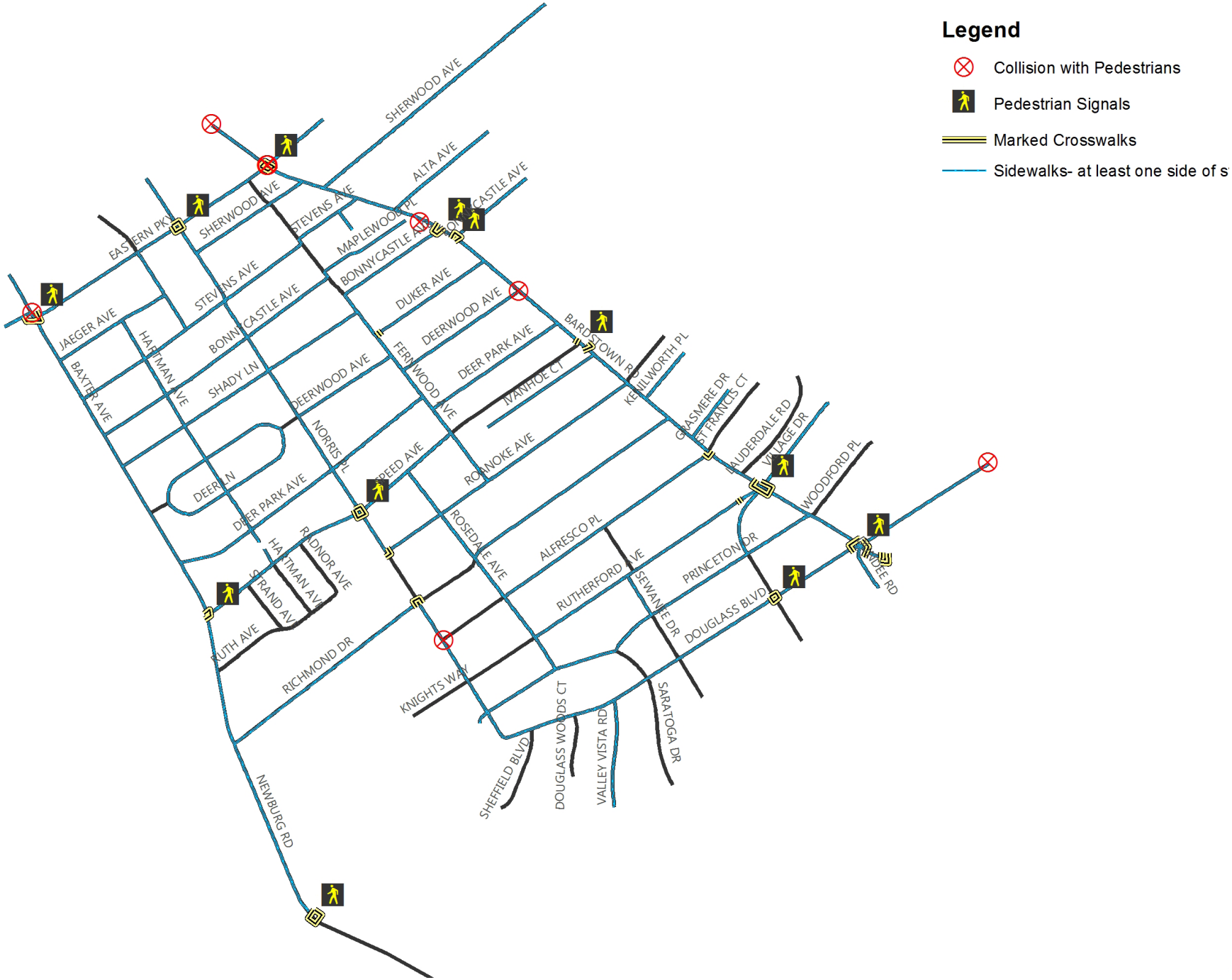
Deficiencies in the pedestrian network include over a mile of missing sidewalk and more in need of repair due to poor maintenance and unsafe conditions. Pedestrian conditions are mapped on Map 12. Most roadways include sidewalks on at least one side of the road. However, site visits identified notable deficiencies along Douglass Boulevard from Richmond Drive to Sewart Drive and from Sherwood Avenue to Bonnycastle Avenue, along Newberg Road, and along Deer Lane and Deerwood Avenue. From 2013 to 2015 most collisions with pedestrians occurred along high traffic areas. One collision occurred at Norris Avenue and Alfresco Place near the rear of Bellarmine Avenue in an area with identified sidewalk deficiencies.

Missing sidewalk

Car parked on sidewalk

Bus stop on Newburg Road

MAP 12: PEDESTRIAN MOBILITY



Mobility Recommendations

Final recommendations are based on the study and analysis of existing conditions, issues and opportunities and the public input process that ran throughout the entire planning and design process. Each recommendation will be outlined in more detail in the following section.

Cornerstone 2020

These strategies are related to Cornerstone 2020 Plan or require Planning Commission action such as rezoning or development plan approval. Both of these process are outlined in the Land Development Code. The mobility recommendation M1 is related to Conerstone 2020.

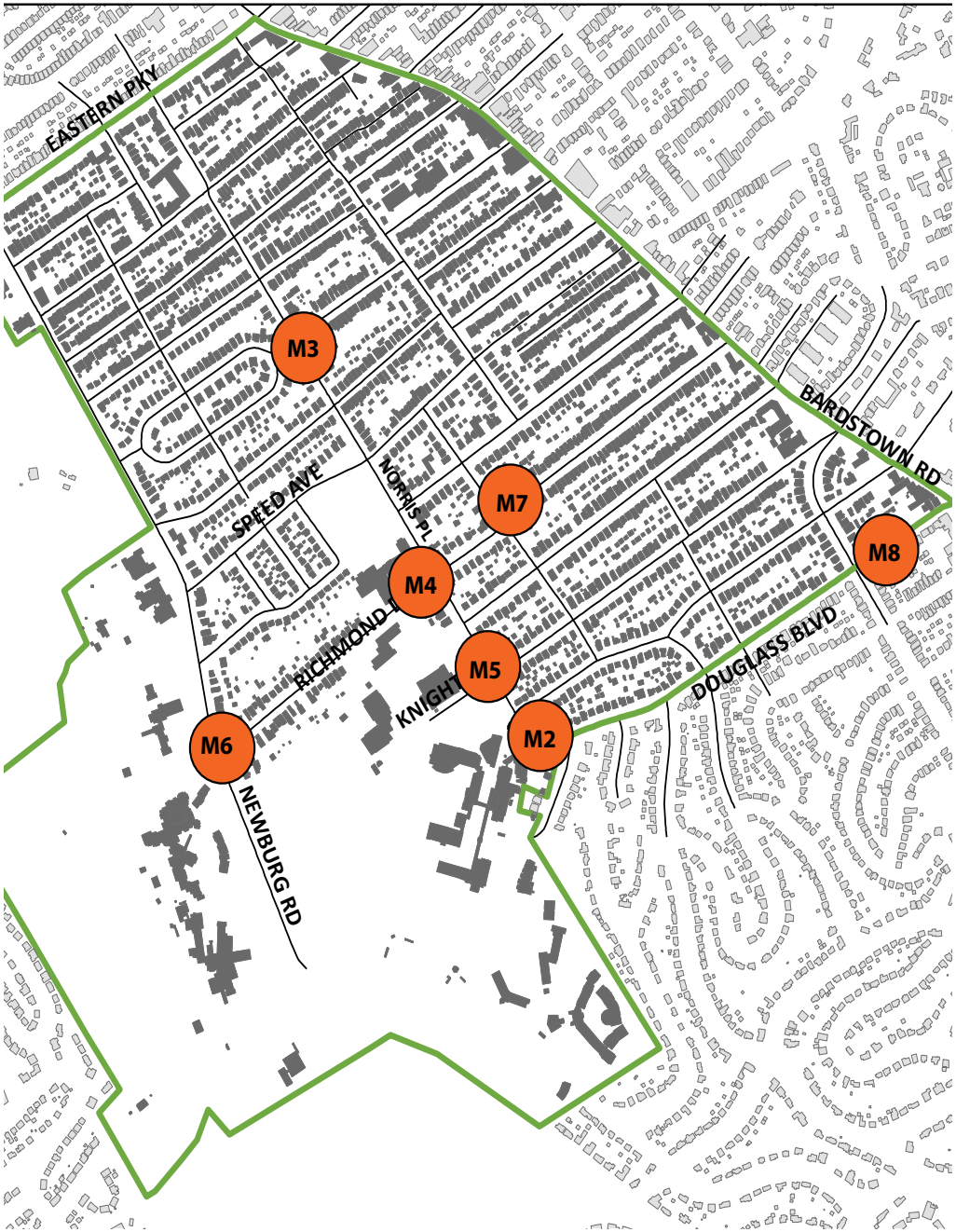
Capital Projects

Recommendations require project based construction or installation to occur. In these instances, the guidance provided by the plan will be critical to guarantee the project will proceed in a fashion that keeps in mind the overall long term interests of the neighborhood. Capital Improvement Projects may be funded by a variety of sources. M1 through M6 are capital related projects. Map 13 shows the location of these.

Policy or Programming

A recommendation involving support through existing programs or development of new initiatives. It does not require major capital investment at this time but may require significant upgrades to existing system and require administration by an agency, institution or organization. M6 through M8 falls within this category.

MAP 13: MOBILITY RECOMMENDATIONS



M1: Improve mobility and internal circulation within the Deer Park Neighborhood by focusing neighborhood connections and safety provisions for pedestrians, bicyclists, and motorists.

M2:Complete sidewalk network along high pedestrian traffic routes to increase levels of walkability and improve safety.

Throughout the public input process, residents expressed a strong need to improve existing sidewalk conditions and to fill the gaps of the pedestrian network. In some cases existing sidewalks will need to be removed and replaced, and/or retrofitted to comply with ADA requirements. Some projects may require ROW acquisition, utility relocation and installation of new infrastructure.

Although it is highly desirable to improve sidewalk conditions throughout the entirety of the neighborhood, the plan recognizes the limitations both in terms of funding resources and topographic/other physical constraints prohibiting the installation of new sidewalks. In order to effectively implement pedestrian improvements with limited resources it is necessary to prioritize potential projects. The plan sets priorities based on sidewalk needs identified by the Deer Park Advisory Committee, residential surveys, neighborhood input from several public events and the road classification. Projects in areas with frequent pedestrian use and those which will provide improvements for safety, access, connectivity and walkability issues are considered highest priority.

Sidewalk Projects

High Priority:

Repair and install missing sidewalks along Norris Place and install new sidewalks along Douglass Boulevard in areas of missing infrastructure.

Install sidewalks along eastside of Newburg Road from Richmond Drive to Speed Avenue and from Deer Park Avenue to Shady Lane.

Improve sidewalks along Richmond Drive from intersection of Norris Place to Rosedale Avenue.

Medium Priority:

Deerwood Avenue needs sidewalks on either side of the street as it was originally constructed without pedestrian facilities. Existing topographic conditions may limit construction of sidewalks to northwest side of the street.

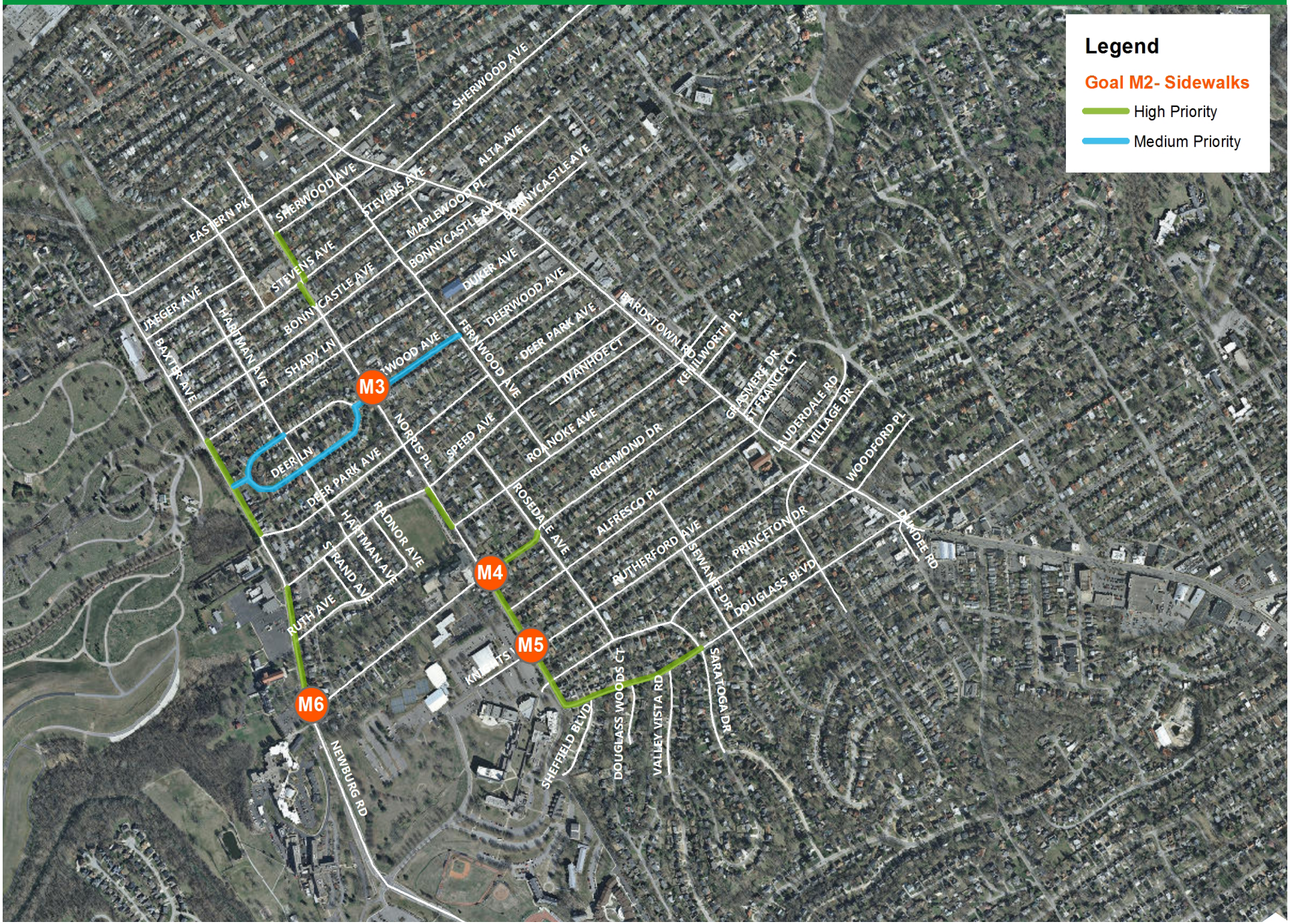
Extend existing sidewalk along the remaining of Deer Lane.

Low Priority:

Local streets with missing sections of sidewalk and/or need of repair.

Potential improvements along Newburg Road

MAP 14: SIDEWALK RECOMMENDATIONS



M3: Improve pedestrian safety and congestion at the intersection of Deerwood Avenue and Norris Place.

This intersection was identified as a dangerous intersection for both motorists and pedestrians. The intersection is controlled by one stop sign at Deerwood Avenue located on the west side of Norris Place. Deerwood Avenue on the east side of Norris Place is a one-way street. Located on the northeast corner of the intersection is Shenanigan's Pub, a neighborhood commercial property. All parking for the site is accommodated by on-street parking and also attracts pedestrian traffic. Congestion at this intersection creates multiple conflicts between motorist and pedestrians. Lack of visibility both in terms of lighting and sight obstruction caused by cars parking too close to the intersection also creates hazard conditions at this intersection. Currently, the intersection does not include pedestrian markings or signalization.

Curb extension example

The following pedestrian enhancement strategies are provided for consideration and will need to be evaluated by Louisville Metro Public Works. All options should consider increased levels of lighting at the intersection.

Consider curb extension (bulb-outs) at the intersection extending the sidewalk to increase pedestrian visibility and decrease exposure to vehicles by shortening the crossing distance. Curb extensions can be landscaped to provide interest to the streetscape. This also reduces illegal parking close to the intersection.

Consider making the intersection a 3-way stop with a marked cross walk.

Provide warning signs at intersection approach indicating a congested and high pedestrian area.

Provide yield to pedestrian sign and marked cross walk.

Corner of Deerwood Avenue and Norris Place

M4: Improve existing pedestrian cross walk at Norris Place and extend sidewalk along Richmond Drive.

This intersection is located in a school walk zone as Highland Middle School is located on the westside of Norris Place and the northside of Richmond Drive.

This recommendation supports the national program Safe Routes to Schools by improving conditions at the intersection to promote safety features that encourages school aged children within the neighborhood to walk to school.

Pedestrian Crossing at Norris Place and Richmond Drive

Sidewalk extension

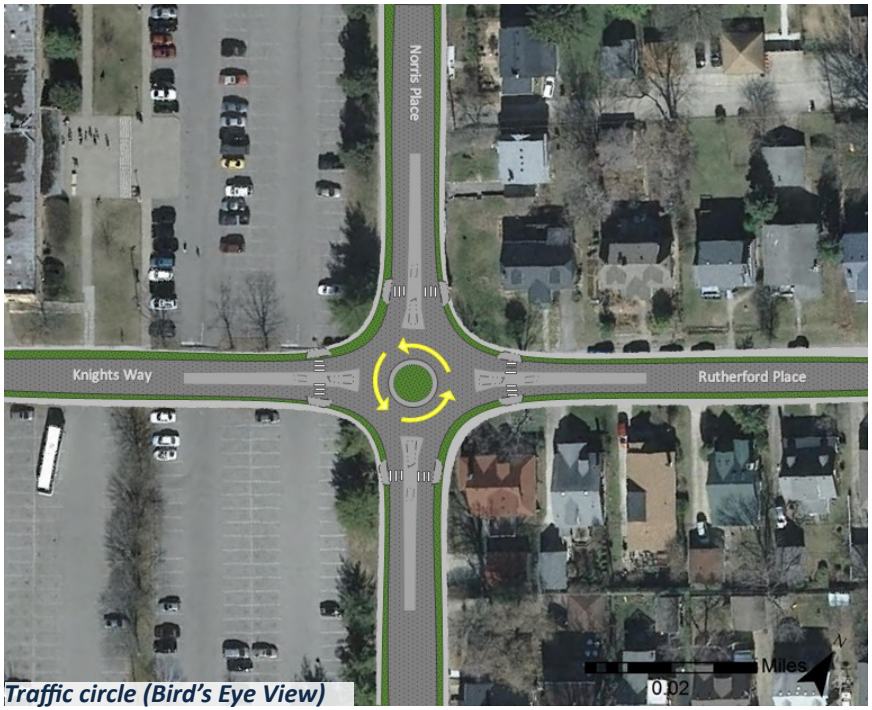
M5: Consider incorporating a traffic circle or similar design at the intersection of Knights Way/Rutherford Avenue and Norris Place or at another intersection along Norris Place.

A traffic circle is an alternative to an intersection control such as a traffic signal or multi-way stop. Traffic circles are intentionally designed to reduce speeds and slow traffic. Traffic circles are generally safer than other forms of intersection controls because there are fewer conflict points which improves safety for all users. Traffic circles also offer opportunities to serve as a neighborhood gateway or other design feature.

Louisville Metro Public Works would need to conduct a feasibility analysis to determine design and construction costs. This process should also include neighborhood and stakeholder input process. Design and construction should coordinate with Bellarmine University's planned streetscape and entry improvements along Norris Place.

The recommendation for a traffic circle at the intersection of Norris Place & Rutherford Ave/Knights Way is considered as a measure to calm traffic in this section of Norris Place and control increased traffic at this intersection. Public Works has evaluated and continues to communicate with the Council district to address existing speeding concerns along Norris Place.

Bellarmine University's future plans include examining the three entrances along Norris Drive to determine options for safer vehicular and pedestrian access through a primary entrance. In addition, they have plans to eliminate the on-street parking along the west side of Norris Place. These changes have the potential to increase traffic on Knights Way at Norris Place and further increase travel speeds along Norris Place with the removal of parking.



Traffic circle (Bird's Eye View)

Neighborhood application

M6: Improve vehicular safety and motorists sight distance at the intersection of Richmond Drive and Newburg Road.

Existing conditions at this intersection restricts sight distance and creates insufficient visibility of oncoming vehicles travelling southbound along Newburg Road.

To improve sight distance, removal of the slope embankment should be considered. Efforts should be made to coordinate intersection improvements with sidewalk installation along Newburg Road to minimize construction costs and manage disruption. As a combined project it has multiple benefits as it provides improved vehicular safety and increases pedestrian safety, connectivity and accessibility.

Missing sidewalk

Site distance problem

Embankment at corner

M7: Improve bicyclist safety by routing bikeways to local streets.

Norris Place is a collector street which carries large volumes of traffic and a speed limit of 35mph. Because of this status and excessive speeding along the street, placing sharrows, shared bicycle and vehicular lanes as depicted in the figure below, on the roadway would be too dangerous. Also, incorporating a dedicated bike lane along Norris Place requires the removal of on-street parking. On-street parking along Norris Place does calm traffic and provides additional parking for uses along Norris Place.

It is recommended to direct bicyclist away from the main thoroughfares and to utilize the local street network for routing. This may require additional signage.

On-Street Sharrows

M8: Increase public transit to the neighborhood by adding service along Douglass Boulevard and Norris Place.

Work with TARC to provide higher frequency bus service within the neighborhood to increase mobility for neighborhood residents and to Bellarmine University (students, faculty and staff)

Alternative transportation options can help alleviate traffic congestion and reduce on-street parking conflicts within the neighborhood.

Tarc Bus

M9: Continue working with Louisville Metro Public works to evaluate the need for speed humps or other traffic calming devices on local neighborhood streets.

The Louisville Metro Public Works and Assets Department (PW) has developed guidelines based on the ITE standards for installing speed humps on neighborhood streets.

Per policy, neighborhood representative(s) are responsible for forwarding evidence of support for speed humps. They will not be considered until approximately 70% of the affected property owners favor their installation.

The land uses of the properties abutting the street where the speed hump is proposed shall be composed of low density residential dwellings. This would include public roadways where 50% or more of the residents are single family residential dwellings.

Evaluation is also based on operational and geometric characteristics of the street.

The cost of speed hump installation (including signs, pavement markings, and, if necessary, special design features such as curbing) may be shared between the appropriate Metro Council District and residents.

Speed hump

Speed hump

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SPEED
LIMIT
25

PLAN IMPLEMENTATION

ROADMAP

The Deer Park Neighborhood Plan is a roadmap for future activities which will be implemented over a long period of time in response to public funding, government agencies, neighborhood leadership, business and property owners and the development community.

By adopting the plan, Planning Commission and the Louisville Metro Council will demonstrate the government's commitment to the implementation of the plan. However, every action item listed in this plan will require separate and specific implementation. Adoption of the plan does not, on its own, begin the implementation of any item. Approval of the plan does not legally obligate the City to implement any particular action item. The implementation will require specific actions by the neighborhood residents, Louisville Metro or other agencies.

Various forms of funding may also be used in order to implement items within this plan. Implementation of some of the recommendations will require public funding while some revitalization efforts will require private investment. Most implementation strategies will require collaboration among partners, and the plan encourages developing partnerships with the government agencies, non-profits, residents, business owners, and other community members. Partnerships are important to the achievement of each of the goals and objectives outlined in the plan.

The implementation schedule on the following pages provides guidance as to the type of implementation required, and action from lead agencies.

Cornerstone 2020 or LDC: Implementation strategies are related to Cornerstone 2020 Plan or require Planning Commission action such as rezoning or development plan approval. Both of these process are outlined in the Land Development Code.

Capital Project: There may be issues in the neighborhood that require major capital expenditures and public investment. In these instances the guidance provided by the plan will be critical to guarantee the project will proceed in a fashion that keeps in mind the overall long term interests of the neighborhood. Capital Improvement Projects may be funded by a variety of sources.

Policy or Programmatic Strategies: These strategies may require policy or programs to be established. In some cases, it identifies resources that are already in effect or may require new initiatives.

The implementation activities will occur at different times, some may occur within the next year while others may take place in the next few years depending on budget cycles, public willingness and prioritization. The anticipated time frames for plan implementation include:

- Short (less than a year)
- Medium (1-3 years)
- Long (greater than 3-5 years)
- Ongoing

Sustainability Principles

1. The plan promotes distinct, livable communities with high quality of place.
2. The plan promotes economic vitality of the community, stimulates quality development and job creation, business development.
3. The plan supports compact development/growth in urban and neighborhood centers and where infrastructure is adequate or planned to be improved.
4. The plan promotes a range of housing opportunities and choices, including affordable housing options.
5. The plan promotes the preservation of open space, greenways, natural resources, and critical environmental areas.
6. The plan provides for a variety of transportation/mobility choices that promote efficient use of infrastructure.
7. The plan encourages connected, walkable neighborhoods that promote healthy lifestyles.
8. The plan supports and encourages community collaboration in development decisions
9. The plan encourages accessibility to natural features and resources
10. The plan addresses consensus environmental challenges including but not limited to: air quality, tree canopy, stormwater and flooding issues and water quality.

TABLE 2: LAND USE RECOMMENDATIONS

Land Use and Community Form Recommendations

	Recommendation	Responsibility	Timeframe	Sustainability Principle
	Cornerstone 2020/LDC			
LU 1	Area wide rezoning from R-6 Multi-Family to R5-Single-Family for properties located on the east and west side of Napoleon Boulevard, bounded by Rutherford Avenue to the northwest, Princeton Drive to the southeast and commercial properties to the east.	Planning & Design Services, Planning Commission, Metro Councilperson, Neighborhood Association, Property Owners	Short-term- 1 Year	SP 1, SP 3
LU 2	Area wide rezoning from R5A Res Multi-Family to R5-Single-Family (excluding existing duplexes or multi-family units) for properties located on the south side of Roanoke to Rosedale Avenue and the properties fronting the north side of Roanoke Avenue to the alley entrance.	Planning & Design Services, Planning Commission, Metro Councilperson, Neighborhood Association, Property Owners	Short-term- 1 Year	SP 1, SP 3
LU 3	Expand the Campus Form District at Bellarmine University to encompass properties on the south side of Richmond Road. This expansion should be limited to the south side of Richmond Drive, the east side of Norris Place and Newburg Road to the west.	Bellarmine University, Planning & Design Services, Planning Commission Deer Park Neighborhood Association	Short-term- 1 Year	SP 1, Sp 2, SP 3
LU 4	Protect the character of Richmond Drive and ensure that future development is compatible with the built form of the surround neighborhood including character and scale.	Bellarmine University, Deer Park Neighborhood Association	Short-term- 1 Year	SP 1, SP 3

LU 5	Protect adjacent residential neighborhood from commercial encroachment by maintaining Traditional Marketplace Corridor boundary along Bardstown Road	Planning & Design Services, Planning Commission, Metro Councilperson, Neighborhood Association, Property Owners	Long (greater than 3-5 years)	SP 1, SP 2, SP 3, SP 7
LU 6	Increase access to and opportunities for open space and recreational activities.	Bellarmine University, Highland Middle School, Deer Park Neighborhood Association	Ongoing	Sp 5, SP 7, SP 9, SP 10
LU 7	Maintain the traditional character of the neighborhood form by retaining development patterns and the urban design of the established neighborhood.	Planning & Design Services, Planning Commission, Metro Councilperson, Neighborhood Association, Property Owners	Ongoing	SP 1, Sp2, Sp 3, SP 4, SP 7
Capital Infrastructure				
LU 8	Foster ongoing efforts by the neighborhood association to restore tree canopy and enhance the streetscape by planting street trees.	Deer Park Neighborhood Association, Metro Councilperson, MSD	Short-term- 1 Year	SP 10
LU 9	Incorporate green infrastructure and stormwater management BMPs to reduce stormwater runoff and improve water quality.	Deer Park Neighborhood Association, Metro Councilperson, MSD	Medium Term- 3-5 Years	SP 10
Policy/Programming				
LU 10	Enhance open-dialogue between Deer Park Neighborhood and Bellarmine University by formalizing a process to work together to resolve mutual concerns.	Bellarmine University, Deer Park Neighborhood Association	Ongoing	SP 8
LU 11	Develop a good neighbor policy between the University and the Neighborhood outlining practices and communication steps to encourage responsible student renting and ensuring accountability of local landlords/ property owners.	Bellarmine University, Deer Park Neighborhood Association	Short-term- 1 Year	SP 8

LU 12	Develop a neighborhood association resource guide to provide residents with information related to property maintenance and code violations, noise and nuisance controls, parking and other neighborhood issues.	Deer Park Neighborhood Association, Metro Councilperson	Short-term- 1 Year	SP 8
LU 13	Continue to work with Metro Property Maintenance on housing issues, occupancy restrictions and code enforcement	Deer Park Neighborhood Association, Metro Councilperson	Short-term- 1 Year	SP 1, Sp 2, SP 3
LU 14	Explore new enforcement techniques or technology to address noise and other nuisance violations.	Deer Park Neighborhood Association, Metro Councilperson	Short-term- 1 Year	SP 1

Table : Mobility Recommendations

	Recommendation	Responsibility	Timeframe	Sustainability Principle
	Cornerstone 2020/LDC			
M 1	Improve mobility and internal circulation within the Deer Park Neighborhood by focusing neighborhood connections and safety provisions for pedestrians, bicyclists and motorists.	Deer Park Neighborhood Association, Planning Commission, Metro Public Works, Metro Councilperson	Ongoing	SP 1, SP 3, SP 6, SP 7
	Capital Infrastructure			
M 2	Complete sidewalk network along high pedestrian traffic routes to increase levels of walkability and improve safety.	Kentucky Transportation Cabinet, Metro Public Works, Metro Councilperson	Long (greater than 5-years)	SP 1, SP 3, SP 6, SP 7
M 3	Improve pedestrian safety and congestion at the intersection of Deerwood Avenue and Norris Place	Metro Public Works, Metro Councilperson	Long (greater than 5-years)	SP 1, SP 3, SP 6, SP 7
M 4	Improve existing pedestrian cross walk at Norris Place and extend sidewalk along Richmond Drive.	Metro Public Works, Metro Councilperson	Medium Term- 3-5 Years	SP 1, SP 3, SP 6, SP 7
M 5	Consider incorporating a roundabout design at the intersection of Knights Way/Rutherford Avenue and Norris Place.	Metro Public Works, Metro Councilperson, Bellarmine University	Medium Term- 3-5 Years	SP 1, SP 3, SP 6, SP 7
M 6	Improve vehicular safety and motorists sight distance at the intersection of Richmond Drive and Newburg Road.	Metro Public Works, Metro Councilperson	Medium Term- 3-5 Years	SP 1, SP 3, SP 6, SP 7
M 7	Improve bicyclist safety by routing bikeways to local streets	Metro Public Works, Metro Councilperson	Short-term- 1 Year	SP 1, SP 3, SP 6, SP 7

Policy or programmatic				
M8	Increase public transit to the neighborhood by adding service along Douglass Boulevard and Norris Place.	TARC	Short-term- 1 Year	SP 1, SP 3, SP 6, SP 7
M9	Continue working with Louisville Metro Public works to evaluate the need for speed humps or other traffic calming devices on local	Metro Public Works, Metro Councilperson	Medium Term- 3-5 Years	SP 1, SP 3, SP 6, SP 7

DEER PARK TOMORROW

PLANNING AHEAD

Early in the 20th Century, the Deer Park neighborhood evolved around the newest technology of the day- the streetcar. It's only fitting that this neighborhood leads the future by embracing the newest technology of the 21st Century. The Deer Park neighborhood should be a neighborhood with the reputation of innovation and creativity.

Although new technologies are ever changing and evolving, elements of sustainability and smart technology with a focus on energy efficiency and transportation infrastructure should be key principals for the neighborhood to consider. Louisville Metro has already begun to consider sustainability through its neighborhood planning program as it works to make places more livable with goals of being sustainable in the future. Deer Park at its core has components of a sustainable neighborhood (urban buildings, walkability and neighborhood retail) making it likely to take on this role in the future.

Sustainability is not necessarily an abatement of existing problems but considers actions that do not create problems for the future. In this section, future visioning explores elements to advance sustainable urbanism within Deer Park. These elements include technology that integrates high-performance buildings and transportation infrastructure into the existing fabric of the neighborhood. Other considerations include a smart city platform that integrates technology and analytics to create better ways to manage traffic congestion, emergency operations, delivery of services such as water and waste water systems and delivery of all city services.

Deer Park- Moving Forward

Enhancing mobility and transportation options benefits the neighborhood by reducing traffic congestion, shorter trip times, improved public safety and less pollution are just a few. As development pressure continues and more demand is placed on the Bardstown Road corridor, enhancing mobility will be a critical component to the sustainability of neighborhood. Metro Louisville government as well as the community as a whole should think long term on the more efficient measures to move the maximum number of people and goods at the lowest financial and environmental cost.

As new technology such as self-driving vehicles and electric cars become more reliable, and affordable, they will impact future infrastructure along Bardstown Road. These technologies are more efficient in terms of reducing emissions and go long way in improving mobility options but still rely heavily on personal car usage. This may have a negative impact to land use distribution by promoting urban sprawl and discourage future public transportation investments. For the Deer Park neighborhood, these technologies may not have any impact on reducing densities along side streets and will only continue conflicts.

Future mobility decisions should include integrating complete street design concepts and infrastructure investments along Bardstown Road, Eastern Parkway, Newburg Road and Norris Place. Complete streets provide safe, efficient, and appealing facilities for all types of transportation users in a manner that is sensitive to surroundings. The movement of pedestrians, bicyclists, transit riders, motorists, commercial vehicles, service vehicles, and emergency response vehicles are all accommodated within the right-of-way of a complete street.

Complete streets are an integral part of sustainable transportation systems and should designed with better public transit in mind, particularly along Bardstown Road. Transportation systems need to function efficiently and reach the broader community. As a major arterial road, entertainment district and economic hub, Bardstown Road serves the broader community, and should be prioritized as a transit corridor.

Street car system

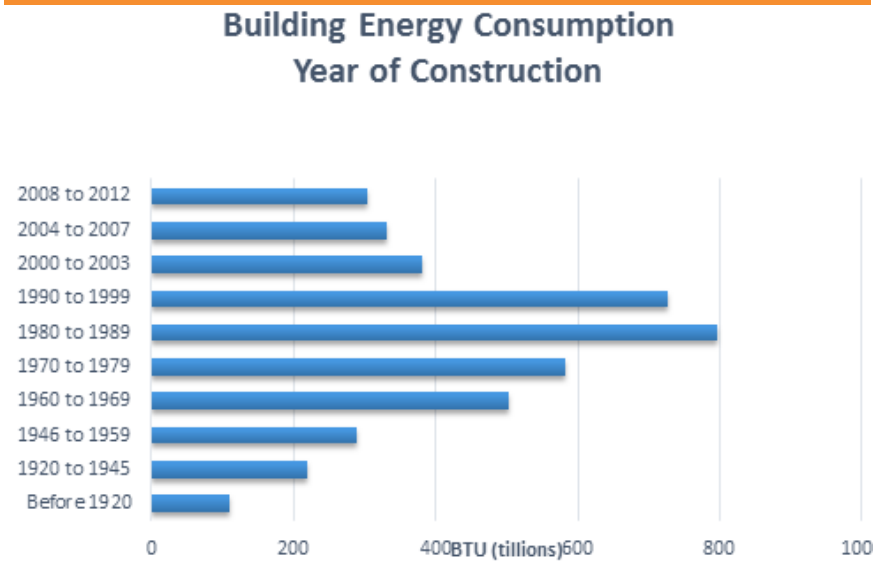
The street has limitations as far as expanding right-of-way to fully accommodate mass transit, bicyclist, pedestrians and motorist in its current configuration. To fully integrate public transit, on-street parking will need to be removed and utilities will need be located underground. This will require the community to progress towards a new paradigm to rethink the barriers and constraints of the corridor, both in terms of financial and political.

Although the right-of-way is restricted, there are options for partially completing Bardstown Road or to fully “complete” the street. This will depend on politically will, leadership and commitment to funding.

Deer Park-Green Neighborhood

According to a 2015 report from the U.S. Energy Information Administration (EIA), buildings account for about 40 percent of energy usages. In Louisville Metro most of that energy is produced from coal-fired plants to generate electricity. This contributes to higher greenhouse gas emissions and climate change.

GRAPH 15: ENERGY CONSUMPTION



There are ways to reduce energy consumption in buildings to reduce greenhouse gases. Many of the buildings in Deer Park are for used for residential purpose and were constructed during the first of half of the 20th Century. Many historic homes were constructed using solid construction techniques and materials and are smaller in size which tend to use less energy (see Graph 15). However, due to the age of housing, energy efficient measures such as better insulation and more efficient windows and doors could significantly reduce household energy consumption. Residents in Deer Park can take advantage of LG&E's online or in-home energy audits to determine types of energy efficient measures. Energy efficiency can also lead to cost saving on the monthly bills and earn residents tax rebates.

Residents should also consider green purchasing through LG&E and KU Green Energy program. This is a voluntary program that action purchasing Renewable Energy Certificates (REC) that supports renewable energy generation. To further maximize energy conservation, households may want to install solar panels. As a collective neighborhood, Deer Park could consider "solarizing"- a community organizing effort to go solar together and use economies of scale to purchase panels.

Another collective neighborhood approach is the Eco District Protocol which is a movement for sustainable neighborhoods to create models for change in their communities and to facilitate green building projects.

Deer Park- Smart Neighborhood

City leaders have already started to think about integrating fiber optic broadband into the community network. Broadband internet is fast, reliable and constant connection which benefits residents, business and Metro government and other agencies in improving and maintain operations. Broadband technology is the infrastructure need to become a fully integrated "smart city". The term Smart City applies to the integration of information and technology to manage city assets and improve the efficiency of services. Through sensors and real-time monitoring, analytics and collaborating with citizens, a smart city provides a platform to develop high-tech applications to improve deliver of city services and increase public engagement and transparency.

As an active organization the Deer Park neighborhood has the ability to lead on a micro level and to connect to other smart neighborhoods. Its unique composition and size is an ideal market for innovation, information sharing and using technology for problem solving.

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504 BROADVIEW STN VIA KING
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APPENDIX

BELLARMINE UNIVERSITY: LETTER OF SUPPORT

BELLARMINE UNIVERSITY
IN VERITATIS AMORE

OFFICE OF THE PRESIDENT

July 25, 2016

Deer Park Neighborhood Association
PO Box 5152
Louisville KY 40205

Members of the Deer Park Neighborhood Association,

Thank you for inviting Bellarmine University to participate in development of the Deer Park Neighborhood Plan, which gave the university and our neighbors an opportunity to discuss important needs and concerns. The result is a shared vision for a strong, vibrant neighborhood that's home to a dynamic and growing private university.

We are committed to working together to maintain and enhance the quality of life in Deer Park. When prospective students and their families visit Bellarmine's campus, we invite them to tour the area surrounding the university so they can see our good fortune to be situated in an established, safe and eclectic neighborhood.

Bellarmine fully supports the plan developed by our neighbors in Deer Park. The plan's vision, land use recommendations and proposed mobility improvements benefit both the neighborhood and the university.

During the planning process, the university and its neighbors agreed on these points:

- Bellarmine commits to maintain a collaborative relationship and dialogue with the Deer Park Neighborhood Association once the master planning process is complete.
- With the neighborhood's understanding that Bellarmine will seek to add parcels along the 1600 block of Richmond Drive to an expanded campus form district that is contained to the south side of that block, Bellarmine affirms its desire and intention to maintain the single-family appearance of its property along that block. Further, any streetscape improvements on our property will be comparable to those on privately owned properties along that block, and we will seek to connect the rear of our structures to the campus circulation system to reduce or eliminate on-street parking.
- Bellarmine agrees with its neighbors that Norris Place needs improvements that would enhance the safety of vehicular and pedestrian traffic along that corridor.
- Bellarmine will continue to educate members of its community about the importance of being good neighbors, consistent with the university's commitment to the concept of hospitality, which is symbolized within Bellarmine's coat of arms.

If you have any questions about Bellarmine's participation in this planning process, please let me know.

Sincerely,

Doris Tegart

Dr. Doris Tegart
Interim President

Bellarmine University | 2001 Newburg Road | Louisville, Ky 40205 | PHONE 502.272.8234 | FAX 502.272.8033 | www.bellarmine.edu

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DEER PARK NEIGHBORHOOD PLAN

JUNE 2016

DEER PARK NEIGHBORHOOD